

£700
JL AUDIO GIVEAWAY



265BHP
CLIO 182 TURBO

AS SEEN ON TV
We interview Yianni, the Supercar Customiser



www.fastcar.co.uk

FAST

#410

car

DEFINING CAR CULTURE

HOLY SMOKE

THE SUPER-CLEAN BMW E30 ROCKING HALLOWED M3-POWER

**FAPPIN' FAST
FAMILY CARS**

Our Top 10 cars
for growing up
disgracefully



1000bhp!

- E36 M3 S50-swap
- BBS RF 3-piece split rims
- Smartphone-controlled air-ride



TROPICAL HURACÁN

TWIN TURBO'D LAMBORGHINI RIPS THROUGH THE US

GOOD HEAD: DoubleDIN headunit fitting guide
TOP GEAR: All the latest and greatest products

Summer 2019 £5.99



MORE STUFF: R32-powered Mk3 Golf ■ Mad MR2 Turbo ■ Pull-out Posters

DRIVE IT. SHOW IT. TRACK IT.



PERFORMANCE AIR
SUSPENSION®

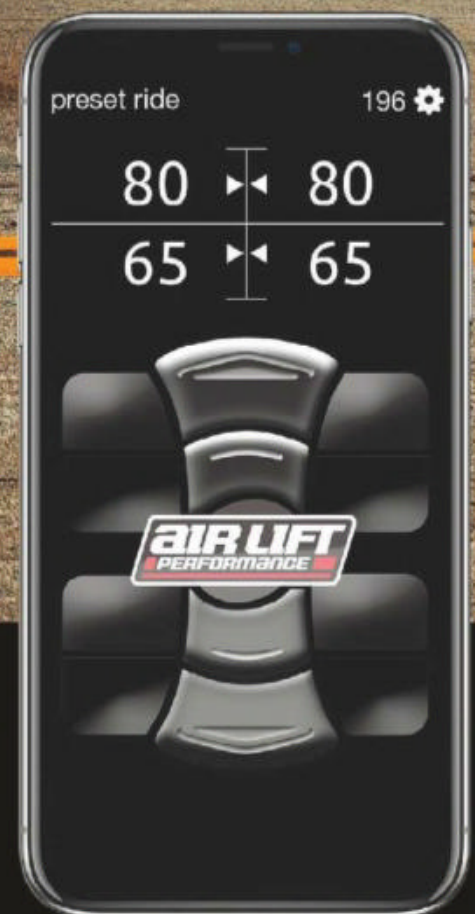
AIR LIFT
PERFORMANCE®





**NEXT
LEVEL** **3H**
HEIGHT MANAGEMENT

Visit: air-lift.co/3h3p to build your perfect system



Air suspension control, at the touch of a button, with the 3H controller and free mobile app

014

Contents

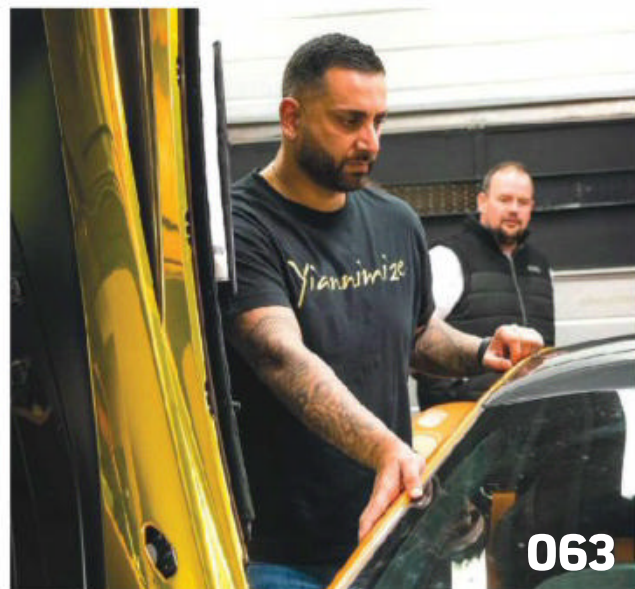
FEATURE CARS

BMW 3 Series 014
They say smoking kills but this smoke machine thrills. Welcome to Reece's Epic E30.

Renault Clio 182 030
It might be small but this Clio packs a big punch. A 265bhp turbocharged punch.

Toyota MR2 054
Thais don't just make awesome curries they build awesome cars too...

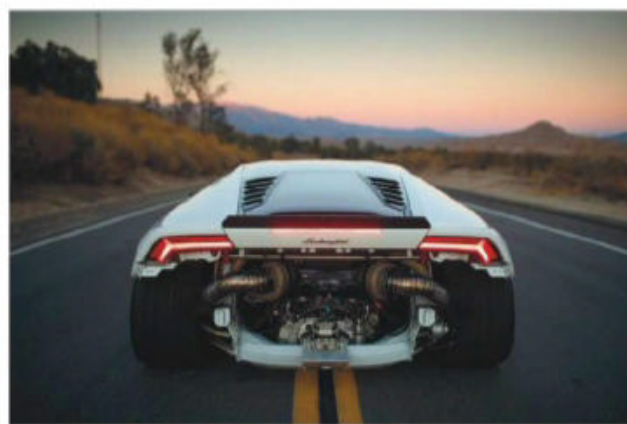
VW Golf 070
This Mk3 is packing a Mk5 R32 3.2-litre engine, Air Lift suspension, Corsa VXR Recaros and a whole lot more too...



063

BONUS FEATURE

Yiannimize Interview 063
We catch up with the star of the hit Dave TV show, Yianni: Supercar Customiser!



WILD CARD

Lambo Huracán 086
This twin turbo'd beast has a devastating 844whp on pump fuel and over 1000whp on race fuel. Enough said.



037

PRODUCTS

Product of the Month 037
Products 038
Tool Test 040
Lifestyle 042

Keep up to date with Team FC on...
www.fastcar.co.uk, Facebook,
Twitter & Instagram



REGULARS

Front End 007
Want to catch up on the latest car related news, win a bunch of JL Audio gear and find out what's on this month? Look no further...

Top 10... 023
... Family Cars! Don't grow up, wise up! These family wagons are as sensible as they are bonkers.

DIY Day Jobs 044
It's one of the all-time classic DIY day jobs: we show you how to change your headunit.

Portfolio 049
Not one, but two sexy images to choose from this month.

Subscriptions 068
Want the magazine earlier, cheaper and without the hassle of leaving your house? Look no further.

Staff Rides 077
It's the last Tom v Dale before the big reveal. Unfortunately, it's not the last Ed to Ed, Alto v Sirion challenge!

Readers' Rides 093
Now for the most important cars in the whole world... yours.

Arse End 096
It's not all Champagne and caviar at FC. It's Keo and kebabs too...

Next Month 098
We head to Goodwood to photograph the finished Meguiar's build-off cars! Well, as long as they finish them anyway.



flow.forged.



• Gloss Gunmetal



• Gloss Black



• Matt Black



• Matt Bronze

NEW FLA

The FLA is our flagship design heading up our new line of flow.forged. wheels utilising cutting edge manufacturing technology to maximise wheel weight and strength. As standard every wheel is custom machined

bola.



CSR

MK7 FIESTA - BOLA CSR 17X8 ET35

WWW.BOLAWHEELS.CO.UK

@BOLAWHEELS

UP FRONT

MOUNTUNE & FIFTEEN52 TEAM UP

Ooh, car friends!

Collaborations are always a bit of a mixed bag.

When Kirsty MacColl randomly decided to team up with lovable toothless drunks The Pogues, they somehow created the best Christmas song ever. New Order roping in John Barnes for 'World in Motion' was a bizarre masterstroke too. Apple teaming up with Bono to force everyone who bought an iPod to have the new U2 album – not quite such a great idea. But it's safe to say that when such legendary names as mountune and fifteen52 partner up, the results can only be brilliant.

Mountune was founded in Essex by David Mountain back in 1980. Mountain had won the Junior Autocross Championship at the age of 15 back in 1973, behind the wheel of a 105E Anglia, and has had petrol coursing through his veins ever since; mountune initially focused on developing the British Leyland A-Series engine for motorsport, before refocusing on Ford tuning with the advent of the YB engine. A mountune-powered Sierra RS500 won the BTCC in 1990, opening the floodgates to a global market supplying race engines. Mountain's work with the YB continued in Touring Cars and

the WRC, and when the Duratec engine arrived in 2000, mountune were at the forefront of tuners ready to develop the new platform... and again with the EcoBoost in 2014. This is a company that knows Ford tuning arguably better than anyone, although they've always been keen to work with other brands – the company built the Subaru BTCC engines from 2016, and they have extensive experience with Audi engines in Formula 2 racing. Mountune also worked with VW USA, Tanner Foust and wheel brand fifteen52 on a Golf GTI for SEMA 2017, the mountune X Foust Edition GTI Concept, and that's ultimately what's led to this new-for-2019 collaboration: the new brand, m52, launches with induction systems, mapping, lowering springs and (of course) wheels for the Mk7/7.5 Golf GTI and Golf

R, with many more developments for VAG platforms in the works. There'll also be merch, and as part of the launch you can get 5-percent off online orders by using the code 'm52' at the checkout. Check out www.mountune52.com for more.



MÉGANE RS TROPHY-R IS AS FAST AS A LAMBORGHINI



Nürburgring records can be a bit confusing.

Every manufacturer wants to claim that their car is the fastest [something] around the 'Ring – there's a record time for the fastest FWD car, the fastest coupé, the fastest SUV, the fastest hybrid... more records than you can comfortably name, until it all gets a bit meaningless. What's more helpful is to benchmark a car's time against another car's so you can realistically compare – so try this one on for size: Renault's recently unveiled Mégane RS Trophy-R has posted a bridge-to-gantry time of 7:40.1, which is identical to the time set by the Lamborghini Murciélago LP640. Alright, that's not a current-model Lambo, but it's still a flippin' V12-engined supercar. Hot hatches shouldn't be this quick.

How have Renault achieved this miraculous

performance? By making the Mégane super-hardcore, that's how. It uses the same 296bhp 1.8-litre engine as the regular Renaultsport Mégane, but they've shaved 130kg of weight and massively improved the aero, as well as radically revising the axles. It's got Brembo brakes, fancy Bridgestone tyres wrapped around genuine carbon fibre wheels, a carbon bonnet with a ram-air scoop, an Akrapovič exhaust, Sabelt bucket seats, and Öhlins suspension. It's basically everything we'd want to do to a Mégane, all done for you by the factory and sold with a warranty. Oh, and did we mention it's as fast as a Lamborghini...?



VAN WILDER

Transit vans are a necessity of life – they're like oxygen or Oreos, the world just couldn't operate without them. But that doesn't mean they have to be boring, right? Sure, it may be necessary to cart things around for work purposes, but it's nice to be able to do so with a little panache (and speed, that goes without saying). So it's MS-RT to the rescue! This South Wales-based tuning firm has already established itself in the Tranny firmament

with their souped-up Transit Custom, and now they've launched the MS-RT Transit Connect to entertain professionals who need to carry slightly smaller things around. You get a full bodykit including rear spoiler and diffuser (yeah, proper race car style) along with 18-inch OZ Racing wheels, stainless quad exhausts, and a fancy nappa leather and suede interior. You'll be the swankiest one in Jewson's car park.



Appreciating Depreciation **Vauxhall Corsa VXR**

Then: **£15,995**
Now: **£3,000**



The Corsa D VXR (that's the one made from 2007-14) is looking like a bit of a bargain right now. As you'd expect of a hot hatch with a VXR badge, it's a proper little firecracker, with the standard spec including a 1.6-litre turbo motor which serves up a meaty 189bhp and 192lb.ft, genuine 140mph potential and a 0-62mph time of 6.8-seconds. You also get some very cool Recaros, swanky climate control and a pretty decent audio system. It's a really tuneable thing too – Vauxhall themselves got in on the action with the factory 888 tuning pack, which provided AP Racing brakes and a few suspension tweaks, and if you're lucky enough to find a VXR Nürburgring Edition, you also get a Drexler LSD, Bilstein dampers, forged wheels and a noisy exhaust. Probably the most entertaining upgrade is to bolt on the K04 turbo from an Astra VXR, which opens the door to 300bhp+ potential. And best of all?

You can pick up a tidy example for under three grand. That's a lot of hooning for the cash.

Top 5 mods:

Astra VXR K04 turbo, Quaife ATB LSD, Tarox 6-pots, ProAlloy radiator, Powerflex polybushes



OUR TOP 3 CORSA Ds

Issue 380: Christian Theegarten



Issue 350: Paul Mclean



Issue 367: Jordan Powell



PARKLIFE

One of the most heartbreaking things in the world is to come out of the supermarket and find someone's banged their door into your car and left a little ding. Obviously it's never a 'little' ding, as you stand there distraught, groceries tumbling around you, contemplating a bleak new future living with what looks to be the biggest bloody dent you've ever seen.

Some recent research by online parking portal YourParkingSpace.co.uk has highlighted what the British public reckon are the biggest parking crimes: people wrongly using disabled bays and parent-and-child spaces rank very highly. Parking on the pavement gets a lot of folk really rankled too. And worst of all are those wallies who park needlessly close, meaning you have to get in the passenger side and impale yourself on your own gearstick as you gracelessly shimmy across.

Obviously the best course of action is to leave a note under their windscreen wiper that says simply 'YPLAC'. If you know, you know.



MOST POWERFUL MINIS EVER BREAK COVER



The MINI brand has come a long way since the BMW reinvention in 2000. Choosing to supercharge the top-spec Cooper S laid out a pretty serious statement of intent, and things have really been escalating since. John Cooper Works packages have always added a frisson of lunacy to the model range, and the GP special-editions are frankly a bit scary. And now, MINI have launched their most powerful models ever – and they’re available in Clubman and Countryman form. Yep, this time it’s the big stuff of the range that receives the crazy numbers: the new John Cooper Works Clubman and John Cooper Works Countryman share a ballistic package that

combines ALL4 all-wheel drive with a fresh new four-cylinder TwinPower Turbo motor producing 306bhp. 0-62mph is dispatched in 4.9-seconds, so your school run’s about to get pretty hectic.



THE ANGRY MAN

**Forum tossers. They’re
tossers aren’t they?**

That’s why we call them that. Now, don’t get me wrong, I appreciate the nature of online forums, they have a very clear place in the world of cars and car modding. We’ve had these things for about fifteen years or so now and they’ve become really handy hubs for like-minded people to get together and discuss their shared interests. Loads of shows stem from forum groups pulling together to create meets of their own (although to be fair it’s more likely to be Facebook groups organising stuff like that these days), and it’s always useful if you’ve got a question about your car to be able to jump online and pick the brains of people who know.

Jesus though, there are some right bastards on forums aren’t there? Some of them are simply twats; the kind of people we used to call trolls until we realised that ‘twats’ was a more suitable term – the sort of guys who dive into every thread with something negative. ‘That looks shit.’ ‘You’ve ruined that.’ Blah blah. You know the type.

We can deal with the twats, because they’re just being provocative for the sake of it. They can be ignored. But the tossers, they’re the worst. The ones who act all high and mighty because they’ve got a bit of knowledge (or at least they think they have) and feel like they can lord it over everyone else because they’re the ‘clever’ one in the discussion. Fuck that. ‘Don’t you even know that?’, they say, ‘that’s embarrassing, everyone knows that’. Sod off, mate, you weren’t born with this knowledge, you had to learn it from somewhere. Get out of your mum’s basement and talk to some real humans, stop ruining the internet for the rest of us.

WHAT’S ON JULY 2019

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3	4 Goodwood Festival of Speed	5	6
7 TRACK ATTACK! Crail Raceway Gravity-Strandleigh	8	9 Midge Dentist	10	11	12 Dorset Volksfest- Wareham	13 Volkspower-Retbar Japfest Dorington
14 Supercar Sunday-Skane Street, London TRAX Donington	15	16	17	18	19 FAST Issue 111 On Sale	20 Supercar Fest - Shelsley Walsh
21 Fever-Crossing Temple Barrie	22	23	24 Initial G Age Concern Summer Ball	25	26 Silverstone Classic	27
28 Pittodrigg-Trafford Centre, Manchester 28th July-Simply Japanese-Beaulieu	29	30	31			

within Braking the law



EBC Bluestuff™, reformulated in 2017, is your R90 road legal choice for trackday and short race use and is used in:

- Hyundai Cup
- BMW Car Club
- MX5 Mk3 Cup
- Porsche SMRC



www.ebcbrakesdirect.com

Unparalleled Braking Performance

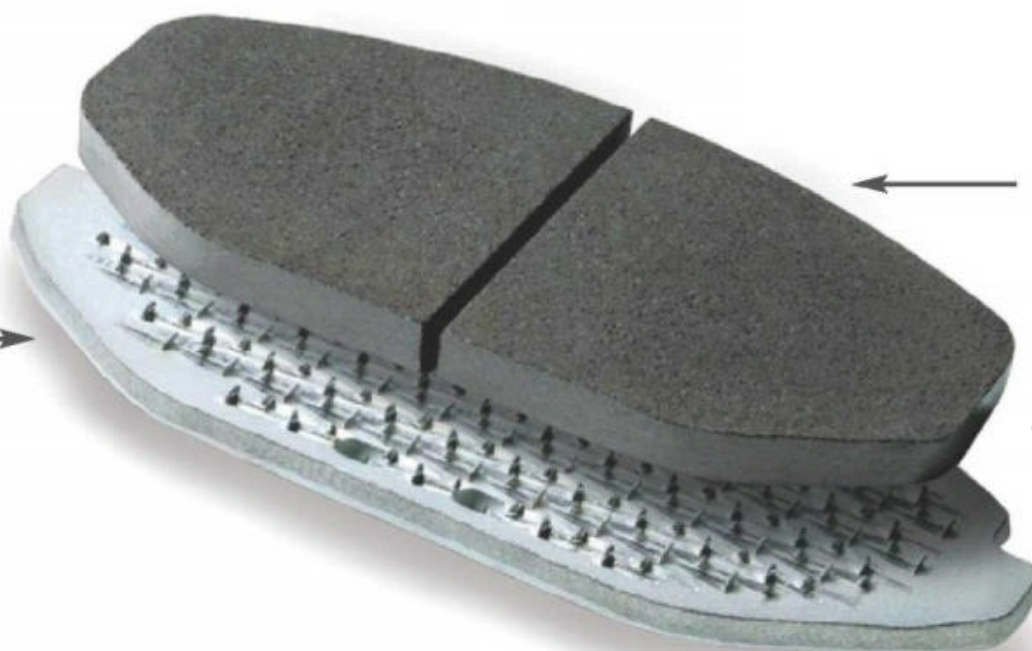


www.ebcbrakes.com

ALL PADS SHOULD BE MADE THIS WAY!!

NRS™ HOOK BONDING

Nucap patented press forged 1mm hooks are formed on the backplate on dedicated 100 ton presses to provide positive interlock of compound and plate. **100% of EBC pads are now made this way.**



NEW RANGE OF COMPOUNDS

Every EBC compound has been reformulated and upgraded to perform better and last longer. From street sport Green and Red grades to latest versions of Yellow, Blue and Orange track formulations. **COMING SOON ... the EBC RP1 full race pads range.**

EBC
BRAKES
www.ebcbrakes.com

WORTH
OVER £700

UP FRONT • Competition • Competition • Competition • Competition • Competition • Competition • Competition • Competition • Competition • Competition



WIN JL Audio Kit

Nope, your eyes aren't deceiving you, and your ears won't be either if you are lucky enough to scoop this awesome prize courtesy of **JL Audio!**

That's right, the lovely guys and girls from the American audio giant want to celebrate their latest product releases by giving one very lucky Fast Car reader an ACP108LG-W3v3 amplified subwoofer and a pair of C1-650x (6.5-inch) coaxial speakers. That's over **£700** worth of audio kit.

JL are renowned for making some of the

best speakers and amplifiers on the market, so if your audio system needs an injection of pure oral pleasure (ohh, that sounds rude – Jules) then you best get entering this competition. We're not even going to ask you a question, tell you to download an app or send a premium rate text, we'll leave that to Ant and Dec. No, all we're going to ask you to do is hit the link below, fill out the form and hit **ENTER**. The winner will then be picked at random and informed of the good news. The competition closes at midnight on the **18th of July 2019**. Good luck.



ENTER HERE: www.fastcar.co.uk/winJLAudio/

The legal bit...

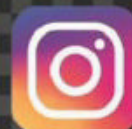
1. Entrants must be residents of the UK aged 18 or over. Using false details will result in disqualification.
2. This prize draw is not open to employees or contractors of Kelsey Media, any person directly or indirectly involved with Kelsey Media or the running of the prize draw or their direct family members.
3. Only entry tickets that have been completed in full will be entered into the prize draw.
4. The first randomly selected entry will win and will be contacted immediately on the email address or telephone number provided. The winner must then contact Kelsey Media to claim their Prize within 5 days of the date and time of the email sent or the phone call. Only the winner will be contacted personally on the details that they provide at entry. Entrants must ensure that the details that they provide at entry are accurate and legible. Reasonable efforts will be made to contact the winner. If they cannot be contacted, fail to respond or if a Prize remains unclaimed in the time frame stated above (or there is a failure to meet the eligibility requirements or otherwise the winners are unable to comply with the terms and conditions), the Prize shall be forfeited and Kelsey Media reserves the right to offer the unclaimed Prize to the next entrant selected at random. Kelsey Media may repeat this process until such time as the Prize is claimed within the relevant period.
5. There will be no cash or other alternative offered. Once a Prize has been allocated it cannot be transferred.
6. Kelsey Media reserves the right to cancel or change this prize draw at any stage, if circumstances change that are beyond its reasonable control.
7. Kelsey Media's decision is final and no correspondence will be entered into.
8. The winner may be required to participate in publicity and the prize draw may appear in other promotional materials.
9. When entering any competition, we will ask you for your consent to allow us and potentially other companies to keep in contact about other promotions, offers and news. You are under no obligation to consent and this in no way affects your eligibility to still enter the competition. If you do decide to opt in you can always unsubscribe at any time, if you wish to do so. Kelsey Media will only ever use your information in line with its Privacy Policy. For full details, visit www.kelsey.co.uk/privacy-policy.
10. Kelsey Media will not be liable for any change, compensation, cancellation, loss, damage, expense or failure to perform any contractual obligation which is due to any event or circumstances which is beyond the reasonable control of Kelsey Media or which Kelsey Media could not foresee or avoid.
11. Entrants will be deemed to have accepted these terms and conditions and to have agreed to be bound by them when entering this prize draw.



Meguiar's
since 1901

PEOPLE WHO KNOW CARS KNOW MEGUIAR'S.™

Ceramic made easy!
Protection & durability beyond conventional wax
Simply spray on, rinse off and dry!



The M Power Strikes Back

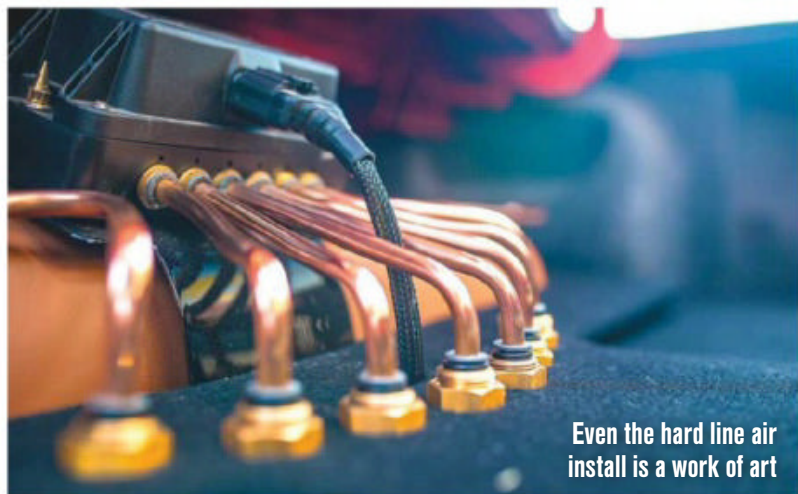
There was a time when E30s were cheap and disposable. That time is firmly behind us – and Reece Parr's response is to squeeze in a bona fide M Power engine and turn it into a showpiece of custom coach-built couture craftsmanship...

The cult of the E30-generation BMW 3-Series has really enraptured the modifying scene in the last couple of years. These used to be cheap-and-cheerful motors, the sort of cars you could pick up for £500 and thrash around as beaters before junking them and starting again, but it's safe to say those days are over. Those of us who grew up seeing these things shiny and new in the showrooms will remember how impressive it was to see a boxfresh 325i rolling down the high-street, resplendent in all the M-Power options; indeed, it's the strength of these memories that's driving values skyward today. Much like all the other hero cars of the 1980s, the Peugeot 205 GTIs and Renault 5 GT Turbos and Ford Escort RS Turbos and everything else, E30s have found themselves at the point whereby these starry-eyed dreamers have

grown up, are in their thirties or forties, and are able to chuck a bit of cash at making those childhood dreams come true. The example you see here, however, is owned by Reece Parr, and Reece is 22. The E30 went out of production years before he was even born, which makes this enthusiasm all the more impressive. And as if that wasn't gobsmacking enough for you, how about we throw in a couple of real headspinners: Reece built this whole thing up with his own two hands, and there's a ludicrously muscular engine in there...

BAY PRIDE

Now, squeezing surprisingly big engines into relatively little cars is always cause for jubilation. Sure, the



BMW E30



COVER CAR



➔ Americans have been at it for generations with their 7.0-litre V8 coupés and what-have-you, but they have a different approach to the bhp-per-litre spectrum thanks to all that cheap-as-fries gasoline. No, we're thinking more of the Morgan approach – they like to pair vast BMW torque-monsters with dinky lightweight chassis, melding tarmac-ripping twist with a lack of baggage. And the natural progression of this is to find incongruously large powerplants in everyday performance cars: when the E9x M3 was launched, jaws were dropped and eyebrows cocked when people learned that there was a dirty great V8 under that muscular bonnet bulge. Over-engineered? Not a bit of it. 'Awesome', that's the term you're scrabbling for. This isn't just a game that manufacturers and

marketing departments can play. The act of breaking out the shoe horns and the Vaseline and squeezing meaty engines into diminutive cars has been a stalwart of the tuning scene from time immemorial, and this concept is perfectly represented by the car you see here: it started life as a humble 316i, but you won't find the wheezy old 95bhp M40 four-pot in there any more. No, you might have guessed where this is going... there's a big-ass motor in there. An S50B32, to be exact. That, to the uninitiated, is the 3.2-litre straight-six that would otherwise usually be found lurking malevolently in the evil bowels of a late-model E36 M3. We're talking three hundred and twenty-one unstressed horses right out of the box. And that, like we say, is cause for jubilation.

"I've always loved old cars," Reece grins, immediately making everyone in the Fast Car office feel like a bunch of crumbly pensioners, "and as soon as I saw this 1990 316i for sale on eBay I knew it was the one. It was completely standard when I bought it. I live in Devon, and travelled to Nottingham to collect it from an old lady. The car had been garaged its whole life and was in outstanding condition."

Well, you know what they say – always buy the best possible base car for your project. Not that Reece envisaged himself going quite this far with it, however; the plan from the beginning was to keep it as a 316i, although by the time he'd got properly in-depth with the engine bay makeover it seemed silly to keep the uninspiring old plodder in there. Not when there's a world of hairy-chested performance motors in the BMW stable to pick and choose from.

"I started smoothing the engine bay back in January 2018, in my single garage at home," he

Nope, you're not seeing things, that is a S50B32 3.2-litre straight-six from an E36 M3



OWNER PROFILE:

Name: Reece Parr

Age: 22

First car: VW Polo (6N2)

Favourite car: 1966 Ford Mustang GT 2+2 fastback

Favourite show: Players Classic

Lessons learned from this project: Take my time, chill out, and enjoy it as much as possible

What's next? I do a bit of drifting on the side, and I'm just in the middle of building a 4.4-litre V8 E30 drift car – soon to be out on track!



“I had a little shop around and found an S50B32 for sale on eBay”



BBS RF 3-piece splits with 3in dish Radinox lips

recalls. “I’d begun to save up a bit of money by this point, so I had a little shop around and found an S50B32 for sale on eBay. A few mates and I went over to London and removed the engine from the car that the seller was breaking. I knew it was going to be a challenge to fully smooth and tuck the bay and get the M3 motor in there, but I couldn’t wait to get started on the transformation.”

Reece’s enthusiasm is evident in every millimetre of the artfully reworked engine bay, which is so devastatingly amazing that it probably deserves some kind of medal for services to metalwork. This is the kind of bay that raises the bar and gives all other underbonnet areas something to aspire to.

“I started off fully stripping the bay, then plates were welded in on the legs,” he explains. “The strut turrets were cut and welded taller so that the wheels can sit higher up in the arches, then I smoothed off the battery tray, and literally just welded plates in everywhere! Then it was filled, perfected and primed, and sprayed in the original body colour, with all the wires fully tucked. I think the part of the car that stands out most of all is the fact that there’s nothing but engine in the bay – the only things visible in there



COVER CAR

are the motor and the brake servo... I wanted to do it a bit differently, do it properly; I always see E30s with smooth engine bays but with the wiring loom and fuse box at the back. I'd never seen an E36 S50 engine in an E30 with absolutely no wires whatsoever." Suffice to say that's mission accomplished, it really is one of the sweetest bays we've seen in a long time. But form and function work hand-in-hand with this one – it was never the intention for this to simply be an out-and-out show car, it has to walk the walk too. You can't have a full-fat M3 engine and not use it to its fullest, can you? So the LSD out back's been converted to an appropriate M3 ratio, and a lot of thought's gone into the chassis to ensure that the E30 can handle having its stock power figure increased by around 240-percent. Reece has installed a full Air Lift Performance setup, cunningly controllable by his phone, and we know how keen those Air Lift guys are to hone their suspension components on the track; he's also fitted a shiny new rear subframe

Tan leather retrim and MOMO Indy wheel



Give him a follow...



THE DEVIL'S IN THE DETAIL

Take a look at Reece's door handles, and what do you see? He's got his Instagram username embossed on there! Bit more involved than slapping a sticker on your window, isn't it? But this E30 is characterised by its incredible attention to detail, most of which you'd have to be a real obsessive to spot. The smoothing of the bodywork, for example, extends to deleting the aerial, smoothing the wings, rear valance and even the fuel filler; the BBS wheels have red and gold centres to match the gold hardware as well as the body paint; the bumpers, mirrors and bottom seal have all been colour-coded. Only E30 experts would spot the non-standard nature of the German SRS-Tec sideskirts, 318is Sport splitter with custom diffuser, and USDM amber corner markers. Every single element of this car has been carefully considered.





Reece has nailed every aspect of his E30 build



COVER CAR

➔ and converted the rear drums to discs, as well as polybushing everything throughout the chassis to give it the fresh and tight feel it deserves. This car, as well you may hope, goes every bit as well as it looks.

INSIDE JOB

That air install is particularly cool – just look at how the eight air lines spread out from the valve block like a cartoon octopus over the leather-trimmed air tank. Indeed, the whole interior's been trimmed in sumptuous tan leather; the only part of the build not carried out by Reece's busy fingers. "Aside from the retrim, I've done everything on the car," he proudly states, and the amount of work that's gone into the body is just as impressive as what he's been up to under the bonnet. The eagle-eyed may spot that all four arches have been subtly widened to happily accommodate those staggered BBS RF 3-piece splits, and there's been a whole world of smoothing before spraying the shell to a flawless finish. The results are sublime, a car that fuses show-winning form with astounding function. The E30 may be straddling the boundary between modern-classic and actual full-blown classic, but each wide-eyed generation of modders finds new ways to surprise us with it. "The best bit about having the car is definitely working on and modifying it myself," we're assured. "If I couldn't actually spray cars or build them how I wanted, I probably wouldn't do it. Getting stuck in and modifying everything is what I enjoy the most."

This is how you build an E30 right, they're not cheap-and-cheerful cars any more. Reece has absolutely nailed it. ■

TECH SPEC: BMW E30

STYLING:

Full respray in original colour, all four arches widened, smoothed aerial, smoothed wings, smoothed rear valance, smoothed fuel filler, 318is Sport splitter with custom diffuser, SRS-Tec sideskirts, gloss black grilles, headlight innards blacked out, USDM orange corner markers, colour-coded bumpers, wing mirrors and bottom seal all around, Instagram username embossed on door handles

TUNING:

S50B32 3.2-litre straight-six (from E36 M3), all trims painted gloss black, fully smoothed and tucked engine bay, custom exhaust system with shotgun pipe into crossover with Sport backbox, LSD converted to M3 ratio

CHASSIS:

9.5x17in (front) and 10x17in (rear) BBS RF 3-piece split rims – with 3in dish Radinox lips, gold hardware and red centre caps, 195/40 tyres, Air Lift Performance struts and bags all round, 3P management (all controlled by smartphone), 3/8 lines, 444c compressor, custom top mounts, fully polybushed, new rear subframe, rear disc conversion

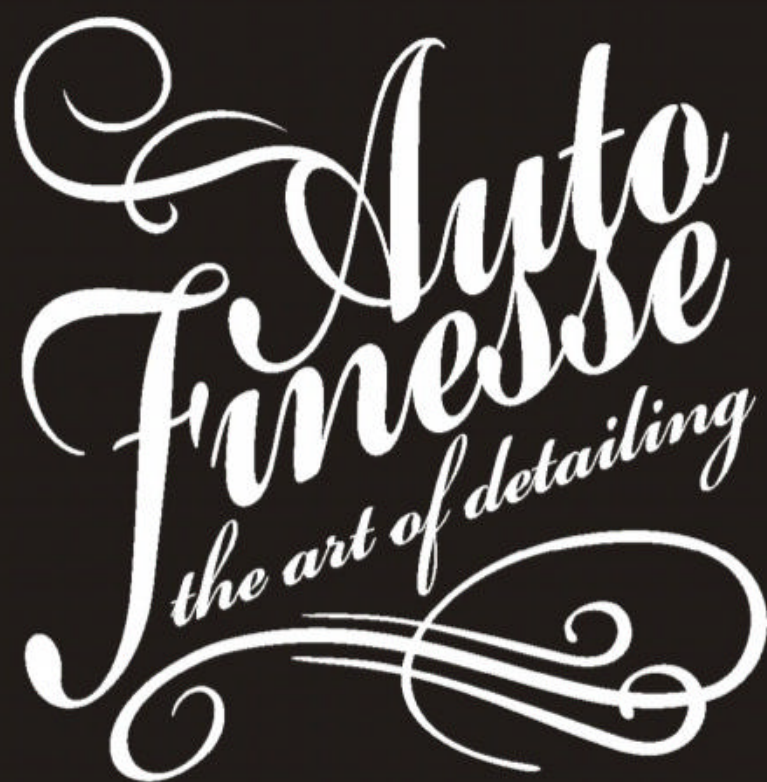
INTERIOR:

Full retrim in tan leather with light tan stitch – including air tank, 3P valve block mounted over tank with 8x hard lines, air-ride control mounted in dash, MOMO Indy steering wheel

THANKS:

"A big shout out to all the people who help me along the way: Jake Rogers, Kurt Hall, Luke Styles, and especially my work, Exeter Bodyworks, for understanding how much I like cars and letting me use the spray booth whenever."

“The whole interior's been trimmed in sumptuous tan leather”



The JB4 is the most advanced
and widely supported tuning system available



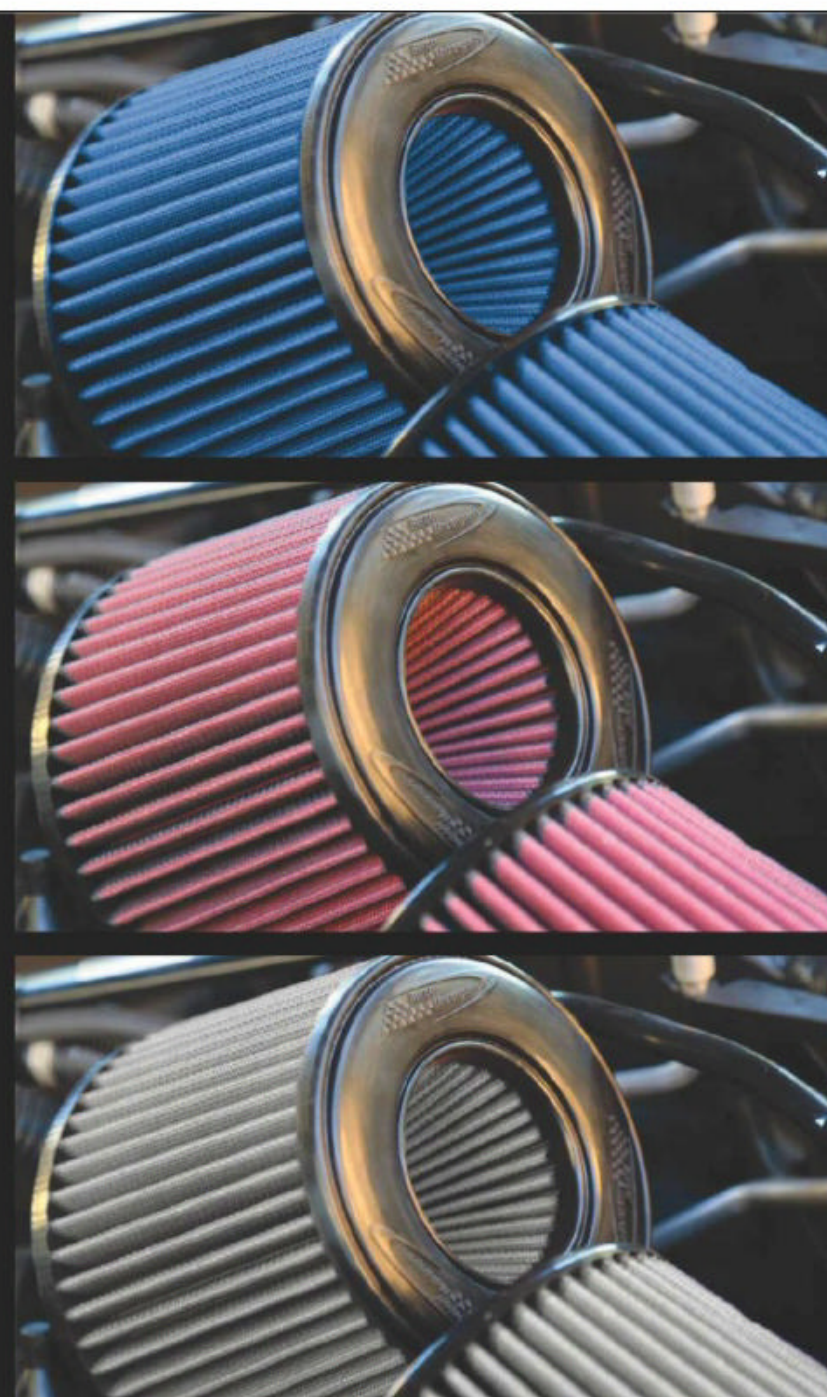
OPTIONAL JB4 APP SHOWN



Burger Motorsports is the manufacturer of the world-famous JB4 performance tuner. We've been developing plug & play performance tuning, intakes, and mods for street-inspired race cars since 2007.

BurgerTuning.com

DUAL CONE INTAKE



K&N REPLACEMENT HIGH-FLOW AIR FILTERS™

WASHABLE
REUSABLE
PERFORMANCE.



DESIGNED TO IMPROVE ENGINE POWER

This is the original High-Flow Air Filter™ invented by K&N®. It is made with layers of woven cotton for a washable filter that offers low restriction and high airflow for your engine. For better performance and value over the life of your car, you cannot go wrong with our most popular product.

ORDER YOURS ONLINE TODAY. **KNFILTERS.COM**

50 K&N
1969 YEARS 2019

TOP 10 FAPPIN' FAST FAMILY CARS

Life is all about compromises. We have to balance our natural impulses to live in the moment with a slightly longer view, because otherwise we'd all die very young. Remember that episode of Futurama when Bender the robot turns into a human and immediately eats, drinks and smokes himself to death? Moderation, that's the key. So when your partner, spouse or significant other suggests that you need to get a sensible family car, something that'll be practical for taking the kids to school and carting garden waste to the tip, you'd better not turn up with a stripped and 'caged Fiesta and a Cheshire cat smile. You'll suddenly find yourself living in the garden shed.

But don't worry – getting a family car

doesn't mean you have to buy a Nissan Juke and admit that your life is essentially over. Compromising on a family car doesn't actually have to involve that much compromise. How so? Well, there's plenty of practical metal out there that you can present to the other half as a logical solution, then go mental on the country lanes after you've dropped the family off elsewhere. Proper Jekyll-and-Hyde cars, we're talking about – sensible family motors that aren't really as sensible as their sober looks would have you believe.

So there's nothing to worry about. Fast Car is here to help you. Please don't buy a Juke. We've got some better ideas for you here, and there's not a single drop of diesel among them...

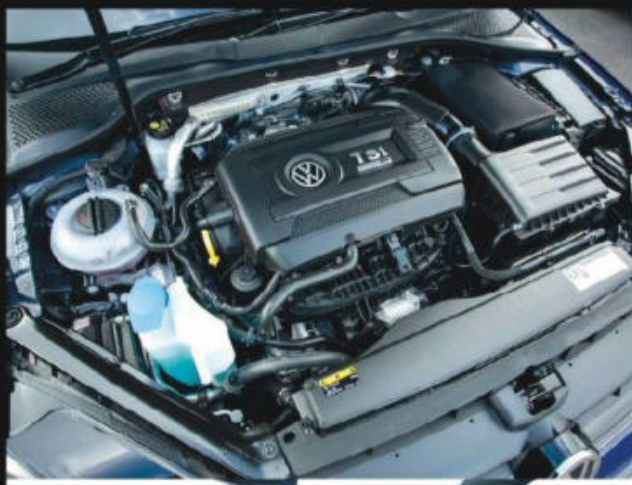
VW Golf R Estate

Well, this is a no-brainer isn't it? Cars don't get a lot more sensible than the VW Golf. The tagline from that old TV ad says it all: 'If only everything in life was as reliable as a Volkswagen'. These things have been redefining common sense for generations. And a Golf estate? Well, that just screams 'I'm wearing beige corduroy slacks', doesn't it? (Well, it would if it could ever bring itself to do something so uncouth as scream, which it definitely wouldn't.)

But the Golf R estate? No, there's nothing beige about that. This car is an absolute mentalist. The Mk6 Golf R hatchback laid out a statement of intent, with its 266bhp TSI motor, DSG 'box and Haldex 4Motion system, and the subsequent Mk7 went nuts: 296bhp, Race mode... and an estate version. It's not entirely clear why Volkswagen did this, but let's not complain because it's a marvellous idea. The Golf R estate is the despicable tearaway you can introduce to your mother with a straight face.

PRICE TODAY: £19,000

TOP 3 MODS: Revo remap, KW coilovers, Rotiform SIX wheels



TOP 10 FAPPIN' FAST FAMILY CARS

Lexus IS300

We've got a lot of time for the first-gen Lexus IS series. The car that the Japanese know as the Toyota Altezza represents a really cheap way into rear-wheel drive thrills today, with these practical and luxurious saloons selling for peanuts – there's loads of them about, and they're pretty well screwed together. It makes a lot of sense as a family car because it's got a full set of doors, a decent amount of space inside, a reasonably large boot, and all of the buttons on the dash that one might require. And the fun part is that the IS300 has a little secret. You see, most examples you find will be IS200s – these were available in Europe with a 2.0-litre 153bhp straight-six engine... but the IS300 had a 3.0-litre 2JZ-GE, with an amusing 217bhp. It only officially came with an auto 'box, but it's not heinously tricky to swap in a manual – and since you've got the spanners out, why not swap that 2JZ-GE for a twin-turbo 2JZ-GTE motor from a Supra? Now we're talking...

PRICE TODAY: £2,000

TOP 3 MODS: HKS Hi-Power exhaust, Blitz SUS induction, 2JZ-GTE swap



Mazda 6 MPS

The Mazda 6 is an excellent sensible family car. Just look at it, it's incredibly boring. It's the sort of car bought by people who thought that diesel Mondeos and Vectras were slightly too exciting and wanted something truly moribund that they could just park up and ignore.

But wait... we know that Mazda isn't a boring company, don't we? And sure enough, the tedious 6 range does have a surprising ace up its sleeve in the form of the 6 MPS. This perky little sleeper hides a dark heart beneath its drab skin: it's packing a brutal 2.3-litre direct-injection turbo motor kicking out a wholly surprising 256bhp. The max torque of 280lb.ft is available from just 3,000rpm too, and the whole lot's underpinned by a crafty and hyperintelligent all-wheel drive system. So it's bloody quick, and it handles and grips like an absolute champ, but you won't look like a git when you go to pick up Little Miss from the Brownies. Win-win.

PRICE TODAY: £3,000

TOP 3 MODS: Japspeed short-ram induction, Tein coilovers, CorkSport rear diff mount



“This was mated to the 4MATIC all-wheel drive system to create something that wasn't just a hot hatch, it was a terrifying mega-hatch”



Mercedes-Benz GLA45 AMG

This car represents the wonderful fusion of two entirely separate concepts. Firstly, we have the Mercedes GLA-class – a sensible medium-sized SUV/crossover thingy, of the type that every manufacturer is desperate to bring to market because buyers want SUVs these days and crossovers are essentially just enlarged hatchbacks, so it's a rich seam to mine. The GLA-class is not exciting. But the second conceptual entity is the A45 AMG – the utterly rabid hatchback that, in its original 2013-18 guise, served up an unbelievable 376bhp from its hand-built 2.0-litre turbo motor. This was mated to the 4MATIC all-wheel drive system to create something that wasn't just a hot hatch, it was a terrifying mega-hatch that basically reinvented the genre.

What Mercedes-Benz decided to do, for utterly unfathomable reasons, is to take the drivetrain from the A45 AMG and shove it into the drab, unsuspecting GLA, to bring to life the GLA45 AMG. This is a car that never needed to exist, but we're very glad it did – absolutely awesome to drive, and practical enough to answer any niggling questions your family might have about carting their crap around at the weekend. (Make sure you get the optional AMG exhaust system too – it sounds like people are firing shotguns at you!)

PRICE TODAY: £25,000

TOP 3 MODS: Factory-option AMG exhaust system, RENNTech remap, TTE hybrid turbo



TOP 10 FAPPIN' FAST FAMILY CARS

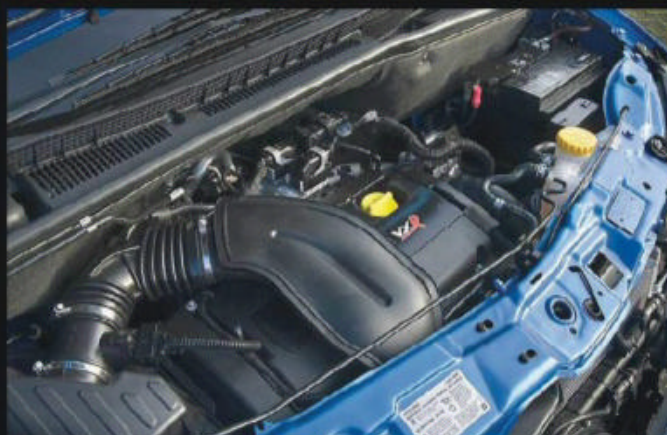
Vauxhall Meriva VXR

Alright, don't laugh. We're well aware that the run-of-the-mill Meriva is a big steaming pile of cack. But let's not forget that Vauxhall don't hand out their VXR badges willy-nilly – nothing rolls out of the factory with those letters glued to the rump unless it's able to hold its head high among the other VXR greats. So while the bog-standard budget-spec Meriva might be a bag of old shite, the Meriva VXR is actually surprisingly good: the turbocharged motor provides 178bhp (a decent improvement over the lesser variant's 104bhp!), and you also get Recaro seats, 17-inhc wheels, stiffened and lowered suspension, and handling which is generally agreed to be far superior to that of the more popular Zafira VXR.

You might have to hunt around a bit to find one – very few people bought the Meriva VXR, because obviously the car it's based on is so dreary that it seemed insane to shell out £16,495 on one... but when they do pop up on the used market, you can generally pick them up for under £2,000, which is a lot of entertainment for the cash. It may not be a sleeper, with those big wheels and shouty paint colours, but it's definitely a much underrated contender in the traffic light GP.

PRICE TODAY: £2,000

TOP 3 MODS: Courtenay Sport remap, ST coilovers, Astra G Whiteline anti-roll bar



BMW 335i Touring [E91]

BMW never built an M3 Touring. It's one of things that Beemer fans have always grumbled about, the fact that the bigger-brother M5 got unleashed in estate form in two separate generations, but the M3 never got a chance. The closest you're realistically going to get is the E91-generation 335i M-Sport Touring... although this, arguably, is better than any M3 wagon would have been. Why? Because if you've been charged with the task of finding a sensible family car and you come home with an M3, your other half will point out that you're a dickhead. But the 335i? It's pretty much as good as an M3, just look at the numbers: that turbocharged 3.0-litre straight-six delivers 302bhp and 295lb.ft, 0-62mph is despatched in comfortably under six seconds, and it has to be physically restrained once it reaches 155mph. But at the same time, it'll return 28mpg on the school run and the boot will hold 460-litres of lawn trimmings or muddy football strips. The perfect family stealthwagon?

PRICE TODAY: £8,000

TOP 3 MODS: VRSF catless downpipes, Burger Motorsport dual-cone induction, Airtec intercooler

“The standard car serves up comfortably over 300bhp”



Subaru WRX STI

If you read the June 2019 issue of FC (which you obviously did, because we're buds, right?), you'll have seen Sammy Housden living her best life with a bagged WRX STI daily-driver. This is an inspired choice, because she's got kids and has to tackle a speedbump-ridden school run every day, but doesn't want to compromise on her show car dreams. The kids love turning up in the coolest ride at the school gates, and the air-ride means there are no no-go areas.

On a practical level then, the WRX STI is a bit of a gimme as a usable family option. But let's not forget that the standard car serves up comfortably over 300bhp, a devastatingly capable AWD chassis, and a sodding great rear spoiler that you might be able to convince the family is actually a bike rack and thus ideal for adventurous weekends away.

PRICE TODAY: £19,000

TOP 3 MODS: Invidia exhaust, Scoobyclinic remap, Air Lift suspension



TOP 10 FAMILY CARS

Volvo V70 R

The second-generation V70 R represents staggering value right now. How many other cars can you name that can be bought for about six grand, offer nigh-on 300bhp, but can also fit a full family inside along with a reasonably generous Ikea haul in the boot? Unlike the first-gen cars, the later V70 Rs could only be had with Haldex all-wheel drive, which is the perfect companion to its fireball five-cylinder turbo motor. 0-62mph is done away with in 5.9-seconds, and the clever FOUR-C suspension setup was developed by Öhlins and offered 'Comfort', 'Sport' and 'Advanced' settings. We don't even know what that third one is for. Buy a facelift model and you get sodding great Brembo brakes as standard. And there are two really compelling reasons to choose this as your family runaround: number one, it's a really easy notion to sell in to your better half – Volvos are so safe and solid that if you crash into a brick wall you probably won't notice. And number two, these cars were massively popular in Japan and there's oodles of Japanese-import V70 Rs on the UK market right now... so you can confuse people on the school run with your import-sized plates. Hey, at your time of life you need to take pleasure where you can find it.

PRICE TODAY: £6,000

TOP 3 MODS: Snabb intercooler, IPD cat-back exhaust, retro 1990s BTCC livery wrap (Go on, why not eh?)



Ford Mondeo ST220

The 2.5-litre V6 engine may have been carried over from the first- to the second-gen Mondeos, but that wasn't enough for the full-fat ST version. Ford saw fit to engineer a meaty 3.0-litre V6 variant of the Duratec to power the ST220, and then amusingly made it available in estate form as well as saloon and hatchback shapes, so you could terrify your dog if you felt so inclined. The ST220 offered 226bhp and could sprint from 0-62mph in 6.6 seconds – a genuine 155mph car to surprise the German executives on the motorway. You got a fully-loaded interior with heated leather Recaros, along with 18-inch wheels and subtly sporty styling – although it was the element of stealth that made the ST220 a true champion. Most people would assume you were just driving an anonymous repmobile... and then they wouldn't see which way you went.

What's most attractive about these cars today is the price: while fast Fords always command a premium and anything with an ST or RS badge will hold its value well, people seem to have forgotten about the hot Mondeos... so you can bag an ST220 wagon for about two grand. We're really struggling to think of a reason not to buy one of these.

PRICE TODAY: £2,000

TOP 3 MODS: AP Racing four-pots, Milltek exhaust, AMD remap

Jeep Grand Cherokee Trackhawk

There are, let's face it, certain times in life when you completely lose control of the direction of events and are forced to surrender to the inevitable. That's why the Nissan Qashqai is the UK's best-selling SUV (and 5th best-selling car overall) – because people just sleepwalk into the inevitability of it, feeling like they have little choice. But the Jeep Grand Cherokee Trackhawk offers you an alternative, a way to lose control of reality in an entirely different manner. You see, on the one hand it's an eminently sensible vehicle – a Range Rover-sized hulk with impeccable equipment levels, staggering off-road capability, and that feeling of safety that every SUV owner craves (i.e. that, with the best will in the world, if you crash into someone you're secretly hoping they'll come off worse – that's essentially why people buy SUVs). But on the other hand, it's a full-bore supercar: it's got the Hellcat hemi from the Challenger, a supercharged 6.2-litre V8 snorting out 697bhp. It'll do 0-62mph in 3.5-seconds, 0-100mph in 8.8-seconds, and its 180mph top speed is only reined in by the brick-like aerodynamics. The Trackhawk is also ludicrously expensive, but can you really put a price on this sort of adventure? This thing is extremely sensible and practical, but also utterly stupid. And we can probably all relate to that.

PRICE TODAY: £89,999

TOP 3 MODS: Dodge Demon-spec supercharger, wheelie bars, a sense of bloody perspective for goodness' sake





ioDETAIL

CAR CARE AND DETAILING PRODUCTS

USE DISCOUNT CODE
FC5 FOR 5% OFF

  [IODETAIL.COM](https://www.ioetail.com)

UNIT A3, THE SEEDBED CENTRE, VANGUARD WAY, SHOE BURYNESSE, ESSEX, SS39QY

HOT RIDE



Sacré Bleu!

Words: **Daniel Bevis** Photography: **Slim Jules**

Racing Blue has been slathered over French tearaways since way back in 1900. And with his Clio's hot-to-trot chassis and surprising turbo conversion, Charlie Thompson's bringing this classic colour screaming into the modern age...

There was a time, round about the turn of the century, when the Mk2 Clio was where it was at for young enthusiasts. Yes, Citroën were offering insane finance deals with free insurance on the Saxo VTR and VTS, and countless teenage gearheads took advantage, but Renault's alternative was the more considered option. To a great many car fans today, the Mk2 Clio will always be a dreamy and aspirational thing; no matter how affordable they may have become in recent years, they'll always be on a pedestal, always filed on our mental watchlist under 'I want one of those, one day...'

You see, if you turned seventeen in the late-1990s or early-2000s, you and your mates most probably found yourselves driving about in a Vauxhall Nova or a Renault 5, something aged and rusty that you picked up for beer money. But for the fortunate few, those who had saved their pennies from their Saturday jobs and managed to scrape together a deposit for something shiny and new, the boxfresh Mk2 Clio was there to make your motoring dreams come true. Sure, no 17 year-old would be able to insure a full-fat Renaultsport 172, but the monthly deals on the small-engined models were amazing. The panache and mystique of a new car made the rest of us insanely jealous, in our rattly old runabouts.

COLOUR CONCEPT

So the new-millennium Clio is a special thing. And this mystique certainly wasn't lost on Charlie Thompson: "I always had a soft spot for the Renaultsport Mk2," he recalls. "One of the many reasons was the colour palette that



HOT RIDE



OWNER PROFILE:

Name: Charlie

Thompson

Age: 29

Occupation: Door/
roller shutter fitter

Instagram: @
charliet_182_rb

First car: 1999
Ford Fiesta Zetec

Favourite car:
Ferrari F40

**Favourite mod on
your car:** Turbo
conversion, or rear
diffuser

Favourite show:
TRAX Silverstone

**Track day or show-
and-shine?** Show-
and-shine

**Lessons learned
from this project:**

Allow a lot more
time and money!

What's next?

Electric steering
conversion & LSD



The turbocharged F4R
kicks out 265bhp

Renault offered: Racing Blue, Liquid Yellow, Inferno Orange, Petrol Blue, and Flame Red... and of course there's the idea of putting a big engine in a small car, the power-to-weight ratio is outstanding."

It's interesting to note that, while his first car wasn't a Clio, the act of acquiring one really flicked a switch in Charlie's brain. "I've only owned two cars in my twelve years of driving – a 1.2 Fiesta Zetec, and this Renaultsport Clio 182," he continues. "The only mods I did to the Fiesta were a K&N air box, Kenwood CD player, big subwoofer and the old combo of Ripspeed gearknob, chrome pedals and wipers, and blue neons. It was a bit of a Halfords special, but we all have to start somewhere!"

After a couple of years of sticking things to his Fiesta, Charlie had started to hanker after the Clio of his dreams, and a chance meeting on a weekend away was the ultimate catalyst for change: trying his best (and failing somewhat) to race a Racing Blue 182, he just knew he had to get one of his very own. And so, back in 2010, he did.

This particular car was found on Auto Trader and, having just passed his 20th birthday, Charlie knew the insurance wouldn't be too hideous. One test drive was all it took to seal the deal, the deposit was slapped down there and then. "It was everything I was looking for," he remembers. "One previous owner, very low mileage; the cambelt was due for a change and I wanted to have this done by a specialist, as if they're slightly out it can decrease the power on these F4R engines by a fair amount, so I wanted it to be bang-on. The bodywork was in great condition and finished in factory Racing Blue, and the car was bog-standard."

Naturally, bog-standard was merely a starting point here. This may have been the car of Charlie's fantasies, but it was never destined to stay stock; no, there was eager and

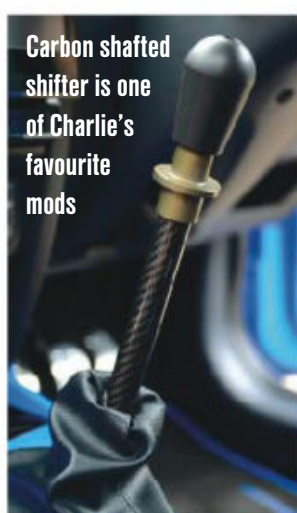
effervescent mischief at play here from the start. The plan from the get-go was to create a one-of-a-kind Renaultsport Clio, and that's precisely what he's worked hard to achieve.

TRIAL-AND-TERROR

"The Clio was my daily-driver for the first three years, then a change in jobs meant I got a work van so the Clio became more of a weekend toy," says Charlie. "And that's when all the big stuff started happening! The modifying bug really kicked in when I went to my first Renaultsport meet in Southend, and found out about a specialist in Dorset: I was in need of a new exhaust as mine was blowing and rusty, so I decided to get booked in at K-Tec Racing for a full cat-back stainless system with matching decat. Once I was there I noticed the amount of aftermarket parts which were available, and I ended up reaching further into my wallet..."

In the twinkling of an eye, the blue 182 was being treated to a carbon fibre BMC induction kit, uprated spark plugs, ignition leads and a remap, and the journey from Dorset back to Essex was a revelation. Charlie was hungry for more, and it wasn't long before he was back at K-Tec for a variety of chassis mods.

Now, it would be easy to paint this as a picture of a sepia-tinted dream fulfilled and that everything was candy and roses, but that wouldn't be wholly accurate. You see, this car's been through quite a few engines... not that they're inherently problematic motors, but because Charlie's been keen to chase more power out of them and it took a fair bit of trial-and-error to arrive at the tuning sweet spot. "I found I was pumping a lot of money into these engines and not really getting the gains I had hoped for," he explains. "I had four engines fail on me, all



Carbon shafted
shifter is one
of Charlie's
favourite
mods



naturally-aspirated; I'd always been told that the valves are the weak link and that's what ultimately caused the failures. The fourth nat-asp engine I put in had a wild set of 421 Cat Cams which was great, but again this engine only lasted me three weeks! I decided I'd had enough of NA tuning and opted to go the boosted route with my fifth engine..."

That motor is the one you see here, and since he bought it back in 2016 we can assume that things are working out a little better this time around. The first job was to completely strip the thing down and rebuild it with the internals from the Renaultsport Megane R26, as well as uprating the valves and of course replacing all belts, pumps and gaskets. It's a strong and carefully considered spec, and the cherry on top is the SB WORX turbo kit, which brings a Garrett GT2554R snail to the party along with all the necessary accoutrements – intercooler, fuelling, manifolds, pipework and so on. Combined with all of those R26 upgrades, Charlie's force-induced F4R is now running a safe and

“The cherry on top is the SB WORX turbo kit, which brings a Garrett GT2554R snail to the party”



SPIT 'N' POLISH

One thing that showgoers often comment on is the Clio's eye-catching paint shade – but this wasn't some custom-mix or obscure choice by Charlie, it's the car's original shade of Racing Blue. And with this being such a defining feature of the project, he's keen to keep it looking its best: "The car's always been kept clean and tidy," he says. "I would wash it every week and before every car show; I then got invited down to Meguiar's HQ for a day in the detailing bay, and once we brought the car into the bay we could see there were a lot of heavy swirl marks on the paint. With a full day of me and Dale swirl-slaying on the paintwork the end result was just amazing – seeing the actual process of paint correction taking place, before and then after, was one of the best car days I've had as I was so involved in the process."

HOT RIDE



TECH SPEC: RENAULTSPORT CLIO 182

STYLING:

Racing Blue, Clio 182 Trophy spoiler, Clio 172 Phase 1 rear bumper, Clio 200 rear diffuser, Clio 182 front wings modified for vents, CCF fibreglass bonnet with aerocatches, Evo V bonnet vent, Streamline Carbon front/rear diamond badges, Streamline Carbon foglight surrounds, Streamline Carbon 2.0 16v side bullets, Streamline Carbon rear wiper blank, Streamline Carbon exhaust surrounds, Streamline Carbon side spats, Streamline Carbon front splitter, Renaultsport (RS) rear badge, Team Heko wind deflectors

TUNING:

Clio 182 2.0-litre 16v F4R block/head - full strip down and rebuild, Megane R26 rods and pistons, Megane R26 head gasket, Megane R26 bottom-keyed pulley, Megane R26 injectors, Megane R26 spark plugs, Supertech inlet/exhaust valves, ARP rod bolts, ARP head bolts, all belts, pumps, oil jets and gaskets replaced, Magnecore 8mm ignition leads, Pure Motorsport air-con delete kit, custom 2.5in cat-back exhaust system with 2.5in decat, K-Tec Racing solid engine, gearbox and dogbone mounts, Bailey Motorsport header tank, oil catch tank, Forge coolant hose kit, relocated Odyssey race battery under passenger seat, Innovate SGC1 boost controller/AFR gauge, Evo Pro Sport oil pressure gauge, Mocal 13-row oil cooler, Engine Dynamics 5-paddle clutch kit, Pure Motorsport Racing Precision gear linkage kit/short shifter, SB WORX turbo kit inc. Garrett GT2554R turbo, custom boost pipes, front-mount intercooler, cast exhaust manifold, Engine Dynamics 2.5in downpipe, Engine Dynamics 2.5in link pipe, custom air box, RamAir filter, turbo/water lines, Walbro 255 high-flow fuel pump, modified fuel sender unit with fuel return, EFI boost module, uprated map sensor, Racing Blue engine cover, mapped to 265bhp / 260lb.ft

CHASSIS:

16in Clio Cup Speedline Turini wheels, Racing Blue centre caps, 205/45 Yokohama Advan AD08R tyres, GAZ GHA coilovers, Whiteline rear anti-roll bar, K-Tec Racing solid top mounts, K-Tec Racing 15mm (front) and 5mm (rear) spacers, Pure Motorsport wheel stud kit, Pure Motorsport bump steer correction kit, Pure Motorsport 1.5° rear camber shims, Pure Motorsport camber bolts, OMP front and rear strut braces, K-Tec Racing Wilwood 4-pot front calipers with Brembo high-carbon grooved discs and Mintex 1144 pads, Brembo drilled rear discs with Brembo pads, K-Tec Racing braided lines, Motul brake fluid

INTERIOR:

Sparco Rev seats, Sparco 3in 4-point harnesses, Sparco subframes and side-mounts, Sabelt Renaultsport steering wheel, MOMO boss kit, rear seat delete, 4-point bolt-in rollcage, K-Tec Racing rear boot mat, Renaultsport mats, boot net, fire extinguisher, carbon shaft on shifter, custom cruise control bracket, Pioneer DVD headunit, Sony speakers, white LED conversion throughout, custom 2-pod pillar-mount gauge holder, colour-coded centre console, door handles, door pulls, dash strips and speedo surround in gloss black/Racing Blue

THANKS:

"Thanks to Jonathan Saidi, Tom Cazneaux, Connor Wragg, Dale Masterman at Meguiar's UK, Chris at EFI Parts, Simon Bates, Dave Kemp, Kevin Cleasby, Jules and Fast Car for giving me the opportunity to get the Clio out there and noticed, and most importantly my wife for putting up with me and the car."

reliable 265bhp and 260lb.ft, giving him an impressive power-to-weight ratio of 257bhp-per-tonne.

"There's been a lot of people and companies involved with my build over the years; some I would like to thank... and some I wouldn't," he says. "There were many hurdles with this car – a lot of companies who let me down and left me without a running car that had to be trailered around the country to other places for them to finish the job. This happened a few times, but that's all water under the bridge now, I'm just happy that I can take it to shows and events and it gets the attention it deserves." See, this isn't some fly-by-night project knocked together for Insta-likes, this has been a labour of love over a number of years. The fulfilment of a long-held dream, which has spun itself out into a prolonged effort to reimagine the Mk2 Clio as the best possible version of itself. Back in 2000, we'd have all been gazing with wide eyes and open mouths. Let's face it, that's exactly what we're doing now. ■



GAZ SHOCKS

www.gazshocks.com



Escort MkII
GAZ Gold Coilovers for Escort MkII now come with the option of **Brand New Steel Stub Axles** already welded into position. No need to supply donor stubs!

NEW!

Coilover kits available for Lotus Cortina Mk1 & Mk2, Cortina 1600E & GT, Popular & Anglia Conversions, RS Cosworths, Escort Turbos, Escort Mexico, RS 1600i, XR2 Fiesta and most other classic Fords



GAZ Camber Adjusters

Provides camber adjustment for tarmac motorsport and the serious track day enthusiast. (Not suitable for road use).

FEATURES:-

- On-car adjustment
- Anodised billet alloy components
- Integral Top Bearing
- Can be combined with GAZ specially shortened coilover units for maximum adjustment.



Easy adjustment

Anodised Billet Aluminium

GAZ GT Shock Absorbers

A very extensive range of telescopic dampers for both modern and classic car applications.

- These units can be built in various open and closed lengths.

- Bump and rebound is adjustable by means of a single control knob.

All units in all our ranges can be purchased individually or repaired, by return, in the event of an accident. Leda rebuild service also available.

A full range of springs are stocked at the factory for road and motorsport use.

GAZ GHA kits

Gaz GHA height adjustable kits are primarily made for the modified road car market.

FEATURES:-

- On car damping adjustment
- Shortened body and stroke lengths to allow a -25 to -65mm ride height adjustment
- Coarse acme form thread for ease of adjustment
- Zinc plated to minimise corrosion
- Includes high quality coil springs in various rates and diameters.
- Spring rates can be altered on request.
- When a coilover is unable to be installed a separate damper and rear coil spring with a variable spring platform is used so the kit retains full height adjustment all round.

GAZ Gold Coilover Kits

Premium height adjustable kits for tarmac motorsport and the serious track day enthusiast.

FEATURES:-

- On car damping adjustment
- 62mm bodies for increased oil capacity.
- Induction hardened piston rods
- Multi lip sealing.
- Gas cell in the outer reservoir to prevent cavitation and reduce fade in motor racing conditions.
- Lightweight billet alloy bases, end fittings, seats, lockrings, rod guides and gland nuts.
- Nickel coated steel outer tube to provide the best anti corrosive finish possible.
- Anodised outer alloy components

GAZ SHOCKS

www.gazshocks.com
enquiries@gazshocks.com

Gaz Shocks Ltd
Rayridge House, Swinborne Road
Burnt Mills Industrial Estate
Basildon, Essex, SS13 1EH

Telephone:
01268 724585



C1



Get real.

Great performance and unbeatable value,
that fits your vehicle.

Available from your local authorised JL Audio stockist or jlaudio.co.uk

JL AUDIO | How we play.®

JL Audio products are exclusively distributed in the U.K. & Ireland by Celsus UK Limited, Poole, Dorset BH17 7AG T: 01202 664 390 E: sales@celsusgroup.net
JL Audio products that are purchased from unauthorised sources carry no warranty from JL Audio, regardless of any claims made by the seller.
We have no way of determining whether these products are used, refurbished, counterfeit, stolen or otherwise compromised.



FRESH KIT

PIONEER SPH-EV062DAB MODULAR HEADUNIT, £397

It's no exaggeration to say that what we've got here is an audio world game changer, and that's exactly why it's bagged the most prestigious spot in the whole of the Fresh Kit section.

So, what's the score then? Well, although audio giant Pioneer has always been right on the cutting edge with their new launches, they've properly outdone themselves with this one. It's not a simple case of all the features they've managed to cram into this new headunit either. All the modern-day essentials like Apple CarPlay and Android Auto compatibility, and built-in Spotify and Waze. No, this rather clever piece of hardware has an even bigger touch of genius up its sleeve – it simply allows you to fit a double-DIN in cars where it was previously impossible.

The key here is the modular design. The screen and singleDIN control box (which is adjustable in depth) can either be mounted together to give a floating tablet-style display like you see on many a modern motor. Or the control box can be detached and tucked away allowing the 6.8-inch monitor to be mounted

separately. Basically, this means that there's an option for every car on the market, giving you the full doubleDIN experience, no matter what you drive.

Obviously, it's got all the audio and connectivity features you could ever need too, it's from Pioneer, so that goes without saying. But it's the way that they've found a new, not to

mention totally unique, approach to the age-old single/doubleDIN problem that makes this one a masterclass in innovative design. Mark our words, just like their 1990s Dolphin headunit (remember those?) this is another technology first, and another one of their offerings that will go down in history as an all-time great.

www.pioneer-cau.eu



FRESH KIT

NEW PRODUCTS

The shiniest and freshest mods on the market

HSD DUALTECH MK7 FIESTA COILOVERS, FROM £524

The little Fezza hatch isn't a car that you'd normally associate with the sideways hooligans at Driftworks, but they stock all sorts of performance products nowadays, including these new (and rather top-notch) entry-level coilovers.

But why are they so good? Well, the chassis gods at HSD are known in professional circles for their high-end MonoPro suspension, but they've just crammed a whole load of the same engineering into these new Dualtech items for the baby Ford. And just have a look at the price of 'em – pretty unbelievable, eh?

There's clearly a lot of bang for your buck with these best-in-class TwinTube coilies. You get 14-stage adjustable damping, fully synthetic racing shock fluid, spherical bearings and even ready-to-rumble alloy top mounts. The low-gas pressure technology also makes these slightly more comfortable on the road than normal monotube dampers, so they're softer on your botty than wiping with the Andrex puppy.

www.driftworks.com



Sizes: 7x17, 8x18, 8x19
PCDs: 5x112
Offset range: 35-44

TARGA TG4 WHEEL, FROM £431 (SET)

The 5-spoke wheel is the little black dress of the car world, they simply look classy on anything, no matter how substantial the booty is!

This split-five TG4 from Targa is case and point. Impeccably finished in a simple Sparkle Silver, judging from the 5x112 PCD it's clearly aimed at ze Germans and, to be fair, we can't think of a VAG motor these wouldn't bring a right old touch of class to. Actually, that goes double because they're compatible with VW and Audi centre caps too. In fact, the only thing here that's not thoroughly OEM+ looking is the price. These are das bargain and no mistake.

www.360wheels.net



SEALEY SUPERLINE PRO ROLL-CABS, £515 (LIST)

We love a roll cab here at FC, we've got loads of 'em in fact (er, you mean you have Midge – Jules). But, what we haven't seen before are proper professional-quality tool boxes put together with super-trick push-to-open draws... just like on your Mum's posh kitchen units. But why the hell not? Obviously handles are like, soooo last season! And there's no denying these tough little beauties are double good-looking in their lairy, hi-vis colour schemes. You certainly ain't gonna trip over these buggers in the dark, or lose them anywhere else for that matter.

www.sealey.co.uk

MEGUIAR'S ULTIMATE SNOW FOAM XTREME CLING WASH, £18

Phew, this particular detailing product may win the award for the longest moniker in the history of soap and buckets, but luckily, what's in the bottle is pretty damn special too. In fact, this stuff is so easy to use that, by the time you've said the name out loud, you've already finished cleaning your motor and you're indoors with your feet up (probably).

Formulated with an advanced 'Xtreme Cling' foaming action, to create suds that stick to painted surfaces for as long as possible, it powers through road grime, dirt and contaminants in no time at all. But, I guess, that's the least you expect from the mighty Meguiar's. What's really innovative here is that it's not only ideal for use with your lance like a traditional snow foam, but you can also apply the non-stripping foam directly with your mitt for lighter maintenance washes too. In other words, it's the perfect summertime essential, so get some while it's hot.

www.meguiars.co.uk



DIRENZA MVT FOCUS ST225 FMIC, FROM £400

Here's a spot of alloy supremacy from Euro specialists, Direnza. They've been super-busy over the last 12-months developing a range of revolutionary MVT intercoolers, and this first offering (for the Mk2 Focus ST) seems to work better than even they thought possible. On the dyno this bugger showed a whopping 30bhp power hike, without any mapping or any other supporting mods. How mental is that?

So, what's it all about? Well, MVT is short for Multi Vane Technology, a clever system that incorporates special vanes within the intercooler. These have the job of distributing the charge air across the entire core to achieve almost unbelievable cooling efficiency. Top stuff.

When you consider that most other intercoolers direct up to 80-percent of the charge through around 20-percent of the core, you can see how these MVT jobs bring the temps down so effectively.

All that said, a whole 30 horsepower with no remap? The rolling road results really do speak for themselves here. It's the way forward!

www.direnza.co.uk



PRORAM XL CONE FILTER, £100

Got a big one? We have, just take a look at the size of this puppy! This multi-application PRORAM XL cone has to be about the largest filter out there and, being the size of your average 7-story building, you'll likely be needing something with an RS, Cosworth, STI, MSport or GT-R badge on the boot to make full use of the flow that this beastly bastard can serve up. It also comes with its own twin-tangential velocity stack to optimise all those lovely oxygens going in, so there's no doubt this will be a mentalist tuner's delight over the coming season.

But that said, assuming you've got room in your bay to cram one in, it will give a rather cheeky power hike to plenty of the other cars that us mere mortals drive too. And it'll all be worth it of course, just to open your bonnet and whip out your 14-inches of pure pleasure. It won't just be the ladies that feel a little faint when they clap eyes on this monster, ooooo Matron!

www.ramair-filters.co.uk



COBRA SPORT F56 COOPER S GPF-BACK SYSTEM, £695

If you're bang into your BMW MINIs, you'll know that last year new government regulations forced them to fit an all-new GPF (Gasoline Particulate Filter) for emissions which, scientifically speaking, sucks the big one. There is some good news though (and even more on the horizon), because Cobra Sport have been rapid in developing a new 3-inch system to slot perfectly on the back of GPF-equipped models for optimum flow, without tripping that pesky engine check light. Apparently, the engineers up in Sheffield (and no one knows about stainless steel like the Sheffield boys! – Initial G) spent weeks perfecting the sound of this tig-welded T304 beauty too, making it not only sporty and aggressive, but without a motorway drone that makes you long to stick your head through the windscreen. They're also currently developing cat back systems and de-cat pipes for when someone finally does crack that new 'unmappable' ECU!

In the meantime though, we'll mostly be loving this one, particularly with the bonus options of ceramic-coated or carbon tips. Yummy.

www.cobrasport.com



TESTED by Midge

SILVERLINE

DOOR REMOVAL KIT

Step away from the screwdriver...

There's an old saying that you may have heard, it goes something like; "the best tool is the nearest tool". And, while that can be true on the odd occasion, it's clearly much better to get the right tool for the job.

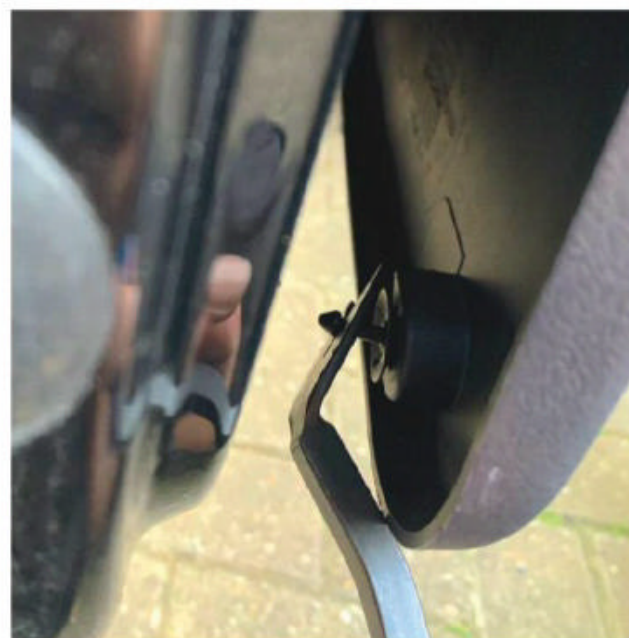
That said, I will admit that it's a bit of a specific test this month, and by that I mean one for those who have a penchant for fitting speakers or stripping interiors. But, I'm 100-percent going to stand by my choice, because here's a product that could actually make a difference to your modifying career... not to mention your wallet.



THE PRODUCT

First things first, it may say Door Remover Set on the packet (and if you want to go that far it will certainly help), but that can be a little misleading because these are actually interior trim removers, used for hoiking off door cards and other plastic parts without damaging the OEM clips or the vehicle.

It's that last bit that's most important here because, let's face it, we've all followed the other method from time to time. How do we remove stuff? We undo a few screws, jam in a screwdriver and then hang off the bastard until it comes off, right? Usually breaking a load of clips (which you have to pay a main dealer 3-4-quid a pop for because no other bugger sells 'em), before busting out the gaffer tape and wishing you'd done it properly. Am I in the



ballpark? I'm not judging, I've done it myself.

The point is though, these items are simply designed to stop all that potential damage. The fact that they also do the job quickly and easily is something of a bonus.

As you can see, there's three carbon-steel tools, with a selection of 'V' or 'U-shaped' heads designed to fit the clips on the vast majority of cars. They've also chucked in a pro-style window winder remover because... well, some motors have wind-up windows. It's not rocket science.

Being from Silverline, they're lifetime guaranteed of course, and the price is spot-on for what you get. But, even so, we've seen these online for way less than a tenner, so make sure you shop around.

PRODUCT TEST

THE GOOD STUFF

- ✓ Fits most cars
- ✓ Great price
- ✓ Easy to use

Price **£13.94** (list price)

www.silverlinetools.com



THE VERDICT

If you're anything like me (what bald and fat? – Jules) you'll love a bit of kit designed to do a specific job, and you'll probably have a ridiculously enormous tool chest stuffed with random stuff you used once. The thing with these though, is you'll make use of them time and time again - and all your mates will too. In fact, you'll be a popular chap when everyone and their dog wants to fit a pair of speakers, or fix their electric window motors, especially on the more expensive cars.

Now, I could bang on about how easy they are to use, or how I like the square-style 'mechanics' handles, but that's obvious.

The reason I love them most, and what makes these a no-brainer, comes down to the price. The truth is that I have a set of similar items that I now use on the regular (ones that fit way less cars I might add) and they set me back well over a ton. These Silverline jobs are just as effective, if not better, and that tells you all you need to know about the futility of being a bit of a brand whore. Most of all though, this is one of those occasions where getting the right tools will really pay dividends, especially when the tools in question are an absolute bargain. Get some, enough said.

KNOW THE ROAD AHEAD

THE ROAD ANGEL PURE WATCHING YOUR SPEED WHEN YOU ARE NOT.



The most advanced speed awareness device in the world, with real-time Smart Motorway speed alerts, mobile camera vans detection, Police Laser Guns, accident blackspots and much more...

CAN YOU AFFORD TO BE WITHOUT A ROAD ANGEL?

£50 OFF ONLY £199.99

Enter Code **FCAR50** when purchasing. Requires annual subscription.

WWW.ROADANGELGROUP.COM

0330 320 3030

LIFESTYLE

LIFESTYLE

The car culture experience doesn't just belong in the garage

Porsche 911 RSR, £139.99

The guys and girls at LEGO sent us the press release of their latest Porsche LEGO Technic set and said it would be a perfect Father's Day gift. But let's be honest, if we bought this for our dads, we'd end up keeping it for ourselves! The 1580-piece set was developed in partnership with Porsche, and is a replica of the Porsche 911 RSR. We might not all be able to afford the real thing, but most of us could afford to add this to our garage, and there is the added bonus that we get to build it too.

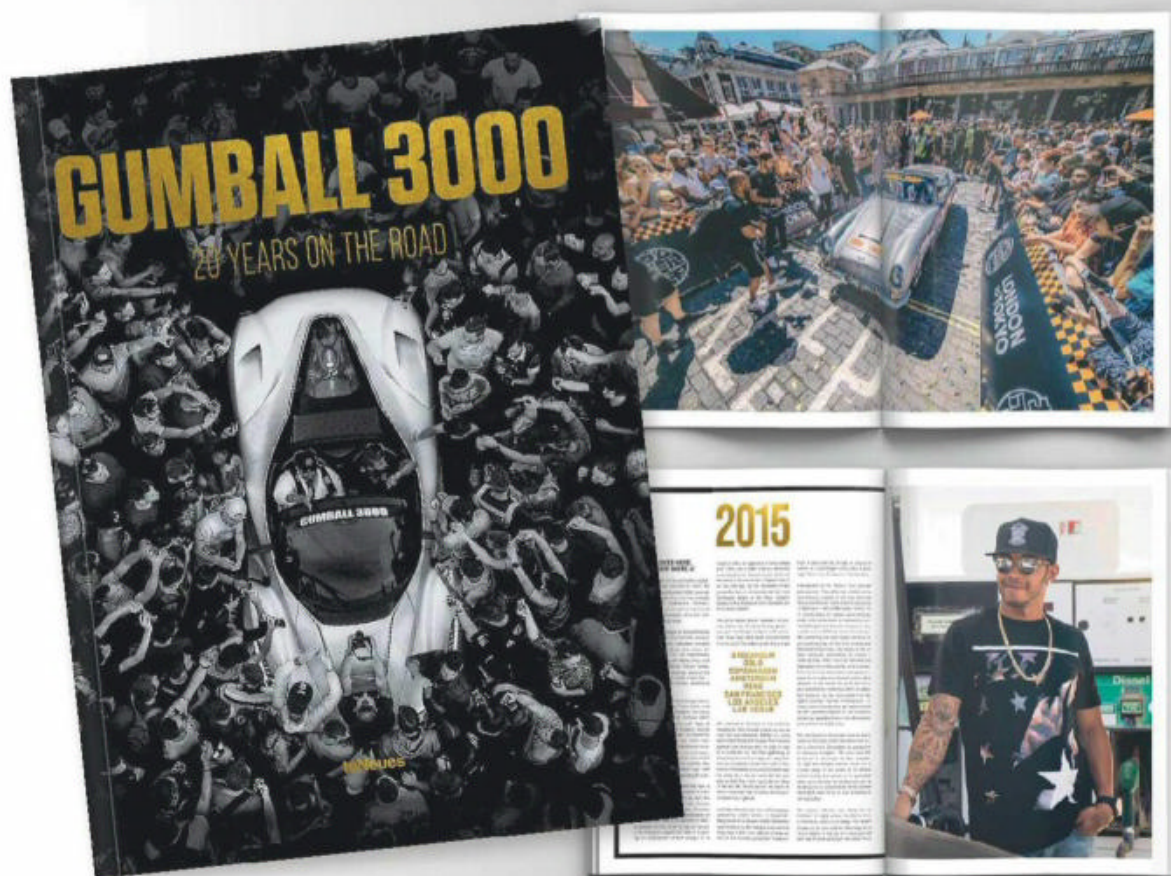
www.shop.lego.com



Gumball 3000 - 20 years on the road: special edition, £265

Just as Gumball 3000 is much more than a car rally, this Gumball 3000 special edition book is much more than just a car book, and it needs to be at 265 quid – that's the equivalent of over 50 Fast Car magazines! It's a best-of compilation of the glitz, grease and glamour of the world's most famous road rally. This gorgeous 304-page book covers the famed international event from the past two decades and is as effervescent and exciting as the road trip itself. Celebrating the 20th anniversary of Gumball, it is an explosion of Gumball fun and facts, featuring breathtaking photographs of the tour's exceptional cars, as well as insider insights from leading participants. Follow the rally's genesis, meteoric growth, and take a glimpse at the legendary Gumball parties. Limited edition run of 3000 copies, with regular and small hardcover editions also available.

www.gumball3000.com



Douchebags limited edition hugger 30l, £155

Want something new to carry your gear around this show season? Well, look no further than this monster 30-litre backpack from the amazingly named Douchebags, the invention of Swedish freeski legend and crazy car builder Jon Olsson Delér. Features include a hidden laptop pocket, that easily fits a 15-inch laptop, Db Patented Rib Cage Technology to keep your items well protected and the very clever Db Hook-Up system that means you can connect other Douchbags together; great for long distance travel and rather cool looking too!

www.douchebags.com





AD5
Gloss Black / Polished, Gloss Black,
Gunmetal / Polished
8x18"



ASSASSIN
Gloss Black / Polished, Gloss Black
7.0x16" 7.0x17" 8.0x18"
8.5x19" 8.5x20"



ASSASSIN GT2
Gloss Black / Polished
8.5x18" 8.5x20"



KODIAK
Polar Silver, Gunmetal
5.0x14" 5.5x14" 5.5x15" 6.0x15"
6.0x16" 6.5x16" 7.0x16" 7.0x17"
7.5x17" 7.5x18" 8.0x18" 8x19"



MUNICH
Gloss Black / Polished Face,
Gloss Black
8.5x18" 8.5x20"



TORINO
Gloss Black / Polished, Polar Silver
6.5x16" 7.5x17" 8.0x18" 8.0x19"



AERO
Gloss Black / Polished
Gunmetal / Polished
8.5x18" 8.5x20"



SPORTLINE
Gloss Black
Polished
8.5x20"

WOLFSBURG
Gloss Black
Polished
8.5x20"



DORTMUND
Gunmetal / Polished, Gloss Black / Polished, Gloss Black, Blackberry &
Bronze (20" only)
8.5x18" 8.5x19" 8.5x20"



KIBO
Gunmetal, Gloss Black / Polished Lip
7.5x17" 8.0x18" 8.0x19" 8.5x20" 9x20"
9.5x21"



TURISMO
Gloss Black & Gloss Black / Polished
8.5x18"



LUCCA
Gloss Black / Polished, Gloss Black & Polar Silver
6.5x16" 6.5x17" 7.5x17" 8.0x18" 8.0x19" 8.0x20"



STUTTGART ULTRA CONCAVE
Gloss Black / Polished Face
8.5x20"



TUV CERTIFICATION
German TUV certification
on selected wheels

GO ONLINE
Please visit your nearest dealer
to buy wolfrace wheels, you
can go online to find your
nearest dealer

MADE IN EUROPE
Wolfrace Eurosport wheels,
are made in Europe



UP TO 5 YEAR WARRANTY
On selected wheels when you
register online

HUGE RANGE AVAILABLE
Huge range of wheels available,
see www.wolfrace.com for the
full range

INTERACTIVE GUIDE
Use our interactive fitment
guide at www.wolfrace.com



ROAD | OFF ROAD | TRACK | LUXURY

WWW.WOLFRACE.COM



For more information contact us on: sales@wolfrace.co.uk | +44 (0) 845 330 9896 | Or visit your nearest dealer

Words **Midge** Photos: **Jules**

DIY DAY JOBS & WEEKEND WONDERS

HEADUNIT

This month we show you how to fit and age-old classic mod...



There's a shed load of reasons why you might want to install an aftermarket headunit. You may be looking for Bluetooth music streaming, hands-free calling or seamless integration with your smartphone using Apple CarPlay or Android Auto. It could be built-in navigation you're after, or loads of extra music processing features, or you may be looking to whack in a whole aftermarket speaker and subwoofer system at a later date. Then again, it could be the simple reason that your standard

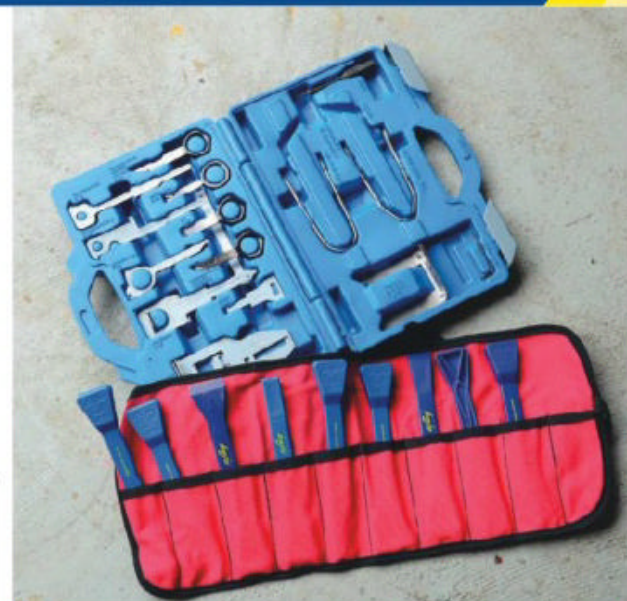
headunit is a bit rubbish. That doesn't just go for old skool cars either, many modern offerings aren't up to scratch when it comes to features or sheer speaker-driving power.

I guess the reason why doesn't make any difference, the point is that installing a spanky new headunit is an all-time great mod that can often be done in just a matter of minutes (our personal best is 2:37, and I'm not kidding). So, here's what you need to know...

DO IT!

1 SAFETY FIRST

Right then, disconnect the battery and leave it disconnected until it's time to test the system... especially if you're the kind of fella who's going to blame me if you get zapped. We haven't here because we're, ahem, professionals and it makes for nice pretty pictures when the headunit lights up (er, I thought you said "bugger that, I'm in a hurry?" – Jules). You've been warned, so let's get on with the good bit.



THE GEAR

Fitting Time: Give yourself an hour or so, just to be safe.

Costs: Fascia and ISO Adaptors from £10

Obviously, you're going to need the actual headunit, and there's many you can choose, but you'll need to consider a few things first. Here it comes down to what you need as much as what you want. No matter what brand of hardware floats your boat, bear in mind that it's impossible to physically fit all headunits in all cars. Some motors simply can't easily accept a doubleDIN unit, for example, not without making some sort of custom dash (my Beetle and TT spring to mind). So, you may find yourself limited to a singleDIN unit. Don't worry though, many of these come with all the features you could ever desire anyway. It's not like the old days where all the decent stuff was reserved for high-end, range-topping doubles.

Other cars may require a slimline 'mechless' headunit, simply because of a lack of room behind the dash. So, this is the bit where it makes sense to ask around, do a bit of web surfing, and speak to a trusted supplier before you buy. The same goes with the harness adaptors or patch-leads you'll need to get them in. Again, you'll need to buy the right one for your specific application. The other thing to consider is the modern vehicle-specific headunits. These aftermarket items are the same shape as the standard items (there's loads out there for Vauxhalls and VAG cars, for example) and they should fit straight in. For the purposes of this guide we've discounted those, so just be aware they're out there.

The moral of the story here is to choose wisely, just like our Jules. For this install he got his hands on a swanky new JVC doubleDIN and a BMW E91-specific Connects2 fitting kit.

Specialist Tools:

It depends on the car, of course, but in many cases you'll need radio release keys and plastic trim tools. These, along with screwdrivers and other gear, can be picked up at your friendly neighbourhood Euro Car Parts. Lovely jubbly.

www.eurocarparts.com



2 HEADUNIT REMOVAL

It's pretty obvious that you'll need to pull out the old headunit in order to put in the new one. What isn't always so obvious, though, is exactly how it comes out. There are various methods for different cars, some being substantially more awkward than

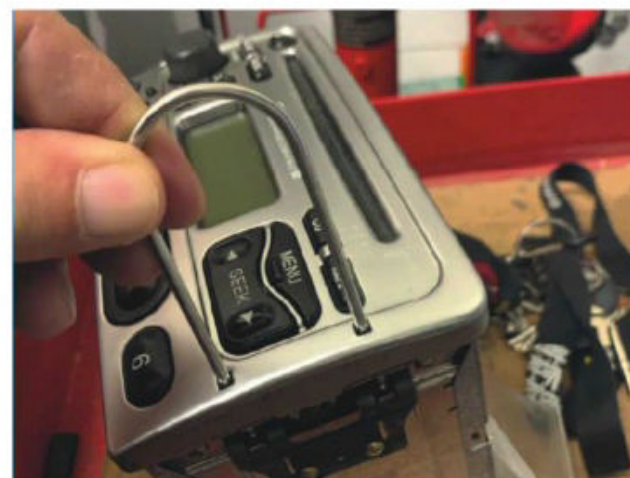
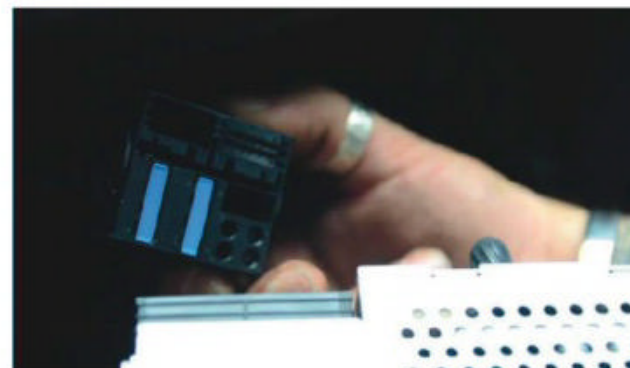
others. This is when a little YouTube research can really help you out, especially on modern motors.

That said, the vast majority of headunits are held in place by one of two ways. They either slide and clip into the dash recess, or are bolted to the car using screws. You'll usually find that the former will require a set of vehicle-specific release keys, which will push into holes in (or down the side of) the headunit to release the clips and enable removal.

For the latter, in most cases, you'll need to remove some interior trim to get to the screws that hold the headunit in place, this can be anything from air vents to centre console plastics. The key is to be careful and not break anything. A set of plastic trim tools from Euro Car Parts can really help you out here as they're much less likely to scratch anything than poking about with a screwdriver.

In our case, the front trim had to be carefully removed, and then the headunit can be unscrewed. Easy peasy lemon squeezey.

Once you've managed to release your OEM headunit, slide it out and unclip any plugs at the back. Now you've got a big hole in your dash, so it's on to the next bit...



3 FASCIA ADAPTORS

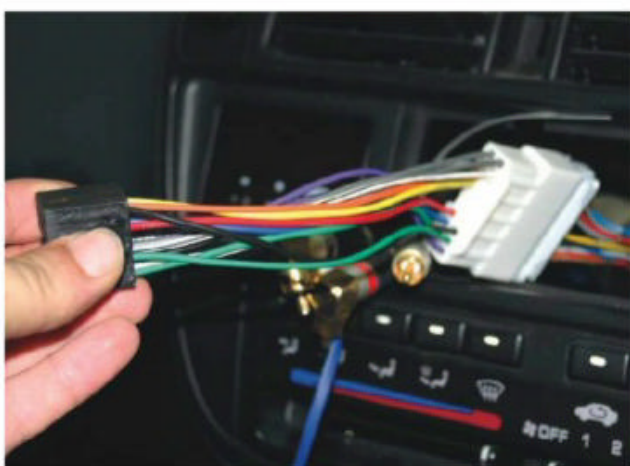
On the majority of modern cars you'll need a fascia adaptor to convert the standard dash recess into either a singleDIN or doubleDIN aperture (the standardised sizes that most aftermarket headunits are available in). You may be lucky, of course. Some cars will already have the correct size hole in the dash (a Mk4 Golf or new age Scooby, for example, will have a double DIN from standard). But, because most factory headunits won't be the same shape as your new unit, for the most part an aftermarket fascia (or a whole fitting kit) will be required.

In many cases you'll have the choice of fitting

either a single or doubleDIN unit, it just depends on the fascia you buy. When it comes to this particular BMW, the fascia kit is not only set up for a doubleDIN headunit, but it relocates the heater controls to create the room too. Clever, eh?

Anyway, this is the bit where a small test fit can go a long way. Get your headunit out of the box, hold your fascia adaptor in the recess and see if it's all going to line up. You'll soon know if something's wrong.

Once you're confident that there's not going to be any issues, you can get on with hooking up all those wires.



4 WIRING AND HARNESSSES

All aftermarket headunits are designed to accept a standardised (male) ISO harness. This is a simple device to make sure all the wires are mated with the corresponding connections. The bad news is that most cars don't come with these harnesses as standard. Put simply, if the plug on the car doesn't fit the plug on the headunit, you'll need to bridge the gap between the two with an ISO harness adaptor.

This is a small, vehicle-specific loom with the plug for the car at one end, and the headunit plug at the other. This is how it works on most cars, but there are

some things to consider. You may want to fit a patch lead to retain the use of steering wheel controls, or you may have a car like this Beemer which (predictably) uses a slightly more complicated CAN bus system – more on this later. But on most vehicles, you'll be ready to rock with a basic ISO adaptor.

When that's the case, I like to plug everything in, stick the key in the ignition and turn on the headunit. If it fires up (on some cars you will need to plug in the radio antenna too), that's a good start. At this stage there's one last thing to check.

5 MEMORY CHECK

Now, aftermarket headunits work with two live (positive) wires. One is the switch live (or ignition live), which turns on and off with the ignition. This is denoted by the red wire on your ISO adaptor.

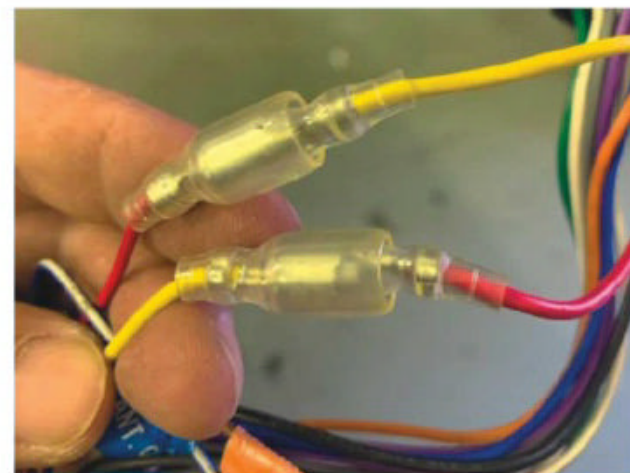
The other is the permanent live, which is 12 volts regardless of whether the key is in the car. This is the yellow wire on your adaptor, and the one that keeps the memory on your headunit.

Sometimes car manufacturers swap these connections around in their standard wiring looms, so it's good to check before you do the whole install and then realise that you lose your radio memory every time you turn off the car (or,

even worse, the headunit stays on all of the time).

The best method I find is to tune in your radio to your favourite station, or pop in a CD and set it to a specific track. Then turn the ignition off (checking the headunit turns off with it). Once you switch it back on, the headunit should be playing the same track/radio station. If it's not, the two live wires are usually around the wrong way, so you'll need to swap them over. Many ISO adaptors have push-fit bullet connectors in the middle to make it easier.

If everything's working as it should, now you can proceed to the final install.





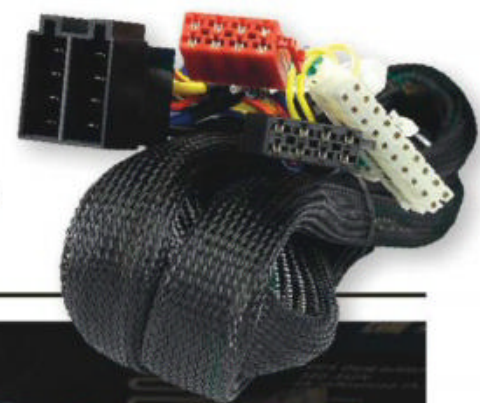
6 MORE WIRING

Right, yes, patch leads and the like. You may find that your set-up is a little more complicated than the above, and this is where some research will really come into its own.

First of all, many modern vehicles use amplified, or part-amplified systems that power the speakers from a separate external amp. In these cases, a special lead may be needed to keep these working (or a bypass lead if you're going for an aftermarket amplifier and sub).

There's also the patch leads that will be needed if you'd like to keep the audio controls on your steering wheel; very often these are not only specific to the vehicle adaptor you're using (this will often be called a CAN bus interface), but to the brand of headunit too. Installation will differ for each car, so what's most important is to make sure you have the right one.

Then again, it could be a simple case of the standard wiring not offering a switch, or permanent live. This BMW doesn't come with the permanent live that the headunit needs, so our adaptor has a long, fused yellow wire that can be plugged into a live on the standard fusebox. It took a little time (and some fiddling with a multimeter to find a suitable live connection), but that's a small price to pay for sonic awesomeness, right?



7 OTHER CONNECTIONS

We've already talked about the radio antenna. In some cases (like ours in fact), you'll need a vehicle-specific converter to make sure the plug is accepted by the standardised socket in the new headunit. You'll not only need an antenna connection if you want to use your FM radio tuner, but many head units won't even switch on without this connected. I'll be honest, I have no idea why that's the case.

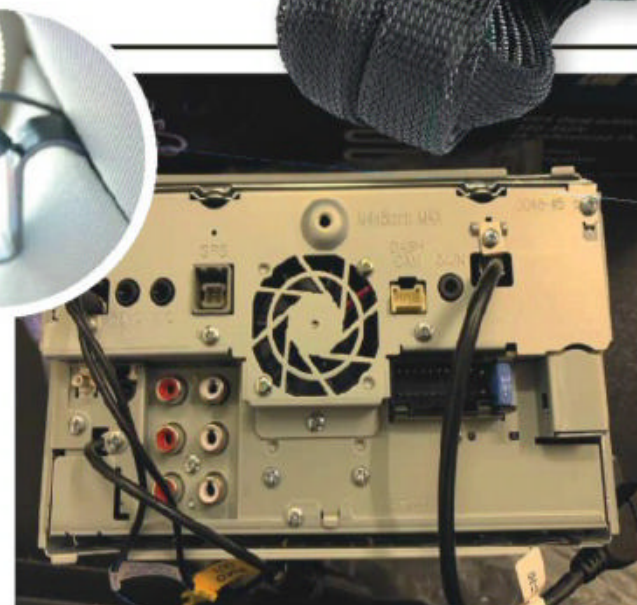
There's also various other connections that you may find on the back of your headunit. Some you may need to make use of, others you may not.

These could include a mic jack for your hands-free, or a rear-view camera input that needs to be connected to the reverse trigger (so it switches when you select reverse). Others will have a wire that needs to be earthed to the handbrake, simply to check it's on if you want to use the screen for DVDs



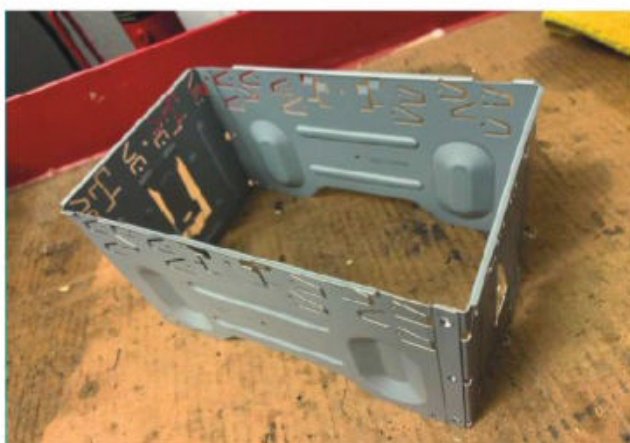
and such. In short, there's various configurations, but they're all pretty easy to work out.

One last thing to remember is that many have a USB input cable too; you'll need this for phone charging and running systems like Apple CarPlay or



Android Auto. Don't forget to feed this USB cable from the back of the headunit to somewhere you can get to it.

Once you have worked out that little lot, you are ready for the final install...



8 FINAL FITTING

Once again, how your new headunit is mounted will depend on your car, and often the fascia adaptor you may (or may not) be using.

Generally speaking, all aftermarket headunits, be that single or double DIN, will mount in one of two ways. This will be either through the metal cage supplied with the headunit, or simply bolted in the standard location with brackets and screws. Again, this will depend on the hole in your dash and be pretty obvious.

Some fascia adaptors have to be installed before you mount the headunit. Usually you'll find that these (along with many that don't need an adaptor) are the ones that need to have a cage installed.

These cages are pretty simple, you push them into the recess, bend a few tabs out to secure them in place, and then slide in your new headunit until it clips in nicely.

On other cars, like this BMW, you need to bin the cage and secure everything in place using brackets mounted to the holes in the sides of the headunit. In our case, the brackets and screws come as part of the fitting kit, but in others these brackets will come off of the stock headunit.

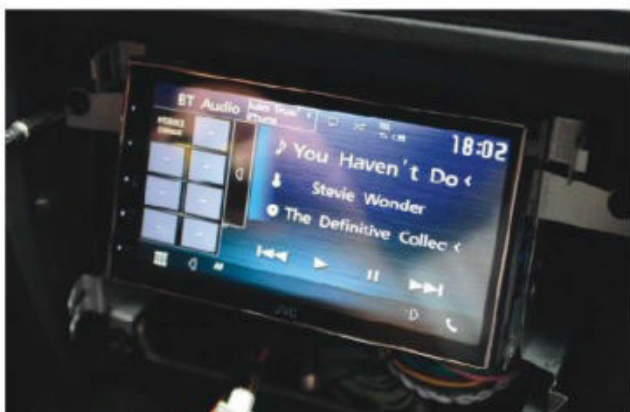
It sounds complicated, but for the most part at least, fitting your new unit will be the same as the stock item

you've just taken out – you'll either screw it, or slide it in, so to speak.

There's just a couple of things to be aware of if you're using side mount brackets: you may have to adjust them (by using different holes in the side of the headunit or sliding the brackets) to get the headunit to sit perfectly in the aperture.

Second, and most important, be careful not to crush any wires when you're pushing the new headunit into the dash. Most of the time, all that extra ISO wiring and adaptors will mean you have way more to fit in there than standard, so try and tuck it all nicely out of the way.

Master that little lot and you're done. All you need to do now is crank it up to 11!



PERFORMANCE PARTS

Not just standard parts



**Online, Click & Collect
from your local branch**

www.eurocarparts.com/performance



THE FC PORTFOLIO

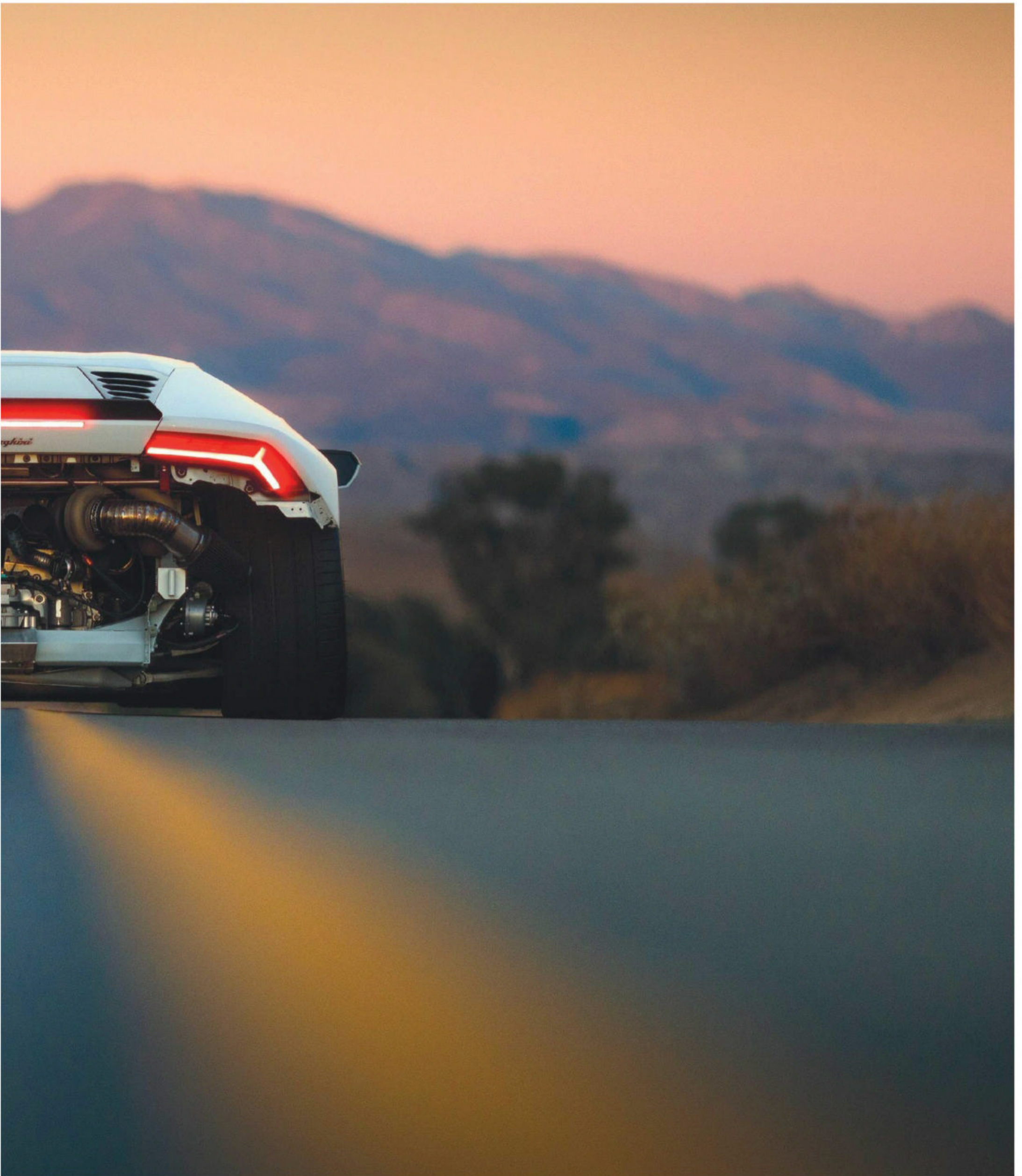




Photography: Matt Clifford Car: BMW 3 Series (E30) Owner: Reece Parr

THE FC PORTFOLIO





Photography: Larry Chen **Car:** Lamborghini Huracán **Owner:** Sheehey Built

TRAX

THE ULTIMATE PERFORMANCE CAR EVENT

SPONSORED BY
euro
CAR PARTS

SILVERSTONE • 6 OCTOBER 2019

TICKETS ON SALE

NOW!



PUBLIC ADVANCED TICKETS £25*

*Includes souvenir showguide worth £5.00

CLUB TICKETS £25*

*Includes souvenir showguide and exclusive TRAX SnapBack cap

WWW.TRAXSHOWS.CO.UK

T&C's: Book online at www.traxshows.co.uk. Advanced tickets £25 & Camping £14 on top, club discounts apply. £2 Booking fee applies. Tickets on the gate £30, camping £14 per person on top. FREE entry for TWO children aged 14 & under when accompanied by a paying adult, any additional children will be charged at £5 each. Warning motorsport can be dangerous. All features are at the discretion of Kelsey Media.



Scan, Read, Edit, Write, **Drive.**

Come and see us at Goodwood FOS to explore our products and also discuss dealer opportunities.

<https://www.goodwood.com/motorsport/festival-of-speed/>

**GOODWOOD FESTIVAL OF SPEED
STAND 110**

HPtuners

hptuners.com

Also, visit us at TRAX DONINGTON
14th JULY 2019

A

tuners

TRAX

Words **Sam Preston** Photography **SerialOne**

CAN I GET A REWIND?

Tired of driving around in the same, boring cars as everyone else, Thailand-based Karn Mathanung turned back the clock to create this bonkers tribute to his favourite era of tuning: the wonderfully eclectic 1990s...

Call us old fuddy-duddys if you must, but you'll hear the phrase 'They don't make cars like they used to' bandied about at least a few times a day here in FC towers.

After all, it's a widely regarded notion that the majority of our tastes, interests and beliefs usually stem from a close connection spawned in our early years – setting the scene for nostalgic memories you look back on in an increasingly rose-tinted manner the older you get.

It's exactly this reason which explains why you'll find a lot of us spending our weekends avoiding dreaded tip runs and instead lying under rusty old bangers we're so passionate about getting back on the road one day. And you know what? We wouldn't have it any other way...

Bangkok-based Karn knows the score. His tale begins a few years back as this young estate agent was once performing his dreary commute home in the same euro-box hatchback it felt like everyone around him was also driving. As a die-hard car nut, he reckoned he deserved far better. It was this moment when rough plans were put into place to add a little excitement back into his motoring career.

Growing up to the artificial neon backdrop of the 1990s, this self-confessed Japanese car aficionado was spoilt for

choice when it came to searching for a JDM motor from that golden era to act as a base car for this exciting project.

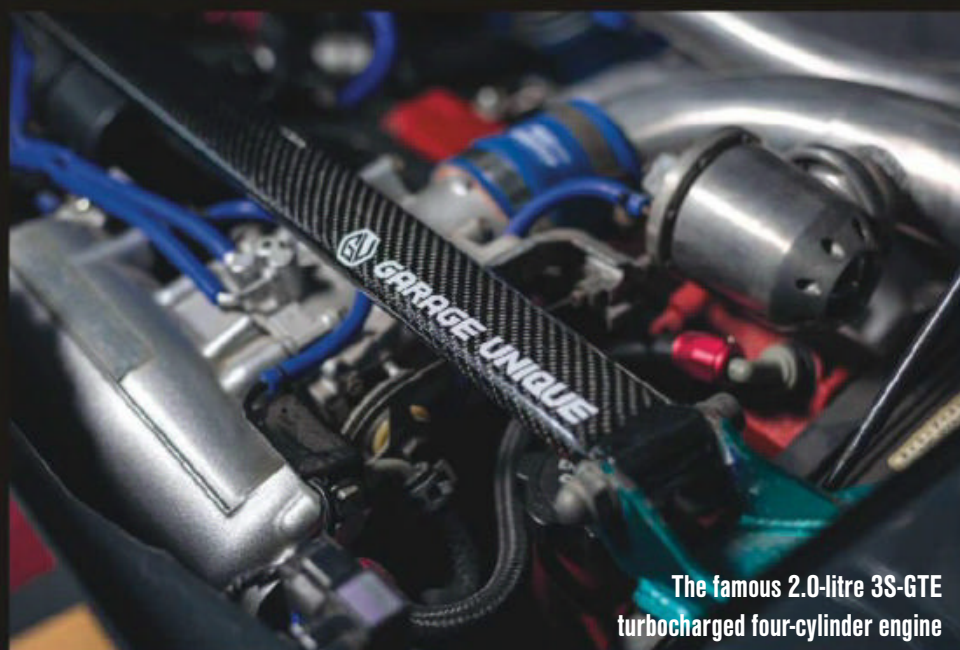
"A friend pointed me in the direction of a recently imported Toyota MR2, and seeing as this model was already high up my shortlist, I just had to go and check it out!"

The dark grey, GT-S-spec'd coupé not only turned out to be a bit of a minter, but also boasted the all-important boosted 3S-GTE powerplant under that mid-mounted engine hatch. And better still, it was connected to a good ol' fashioned manual gearbox to boot.

BABY FERRARI

Snapping up this stunning, second-gen two-seater – which developed the nickname of 'baby Ferrari' at the time of its launch – Karn knew he now had a seriously effective base car on his hands to carry out his childhood tuning dreams to. And he wasn't holding back. "Right from the start, I knew this would be a serious build. I had some big ideas and was determined to carry them out!"

The first port of call was a place many Japanese car enthusiasts from around the Bangkok area have been



The famous 2.0-litre 3S-GTE turbocharged four-cylinder engine



MovIT stoppers so big they barely fit under the gorgeous hoops



HOT RIDE



Rolling on a set of four-spoked Rotiform RBQ split-rims



carbon fibre was soon skilfully added to the car's standard curves, with vents and scoops aplenty for good measure. Bringing the Toyota bang-up-to-date in one fell swoop, it was topped off with a huge carbon fibre spoiler out back to balance things out nicely.

But Karn wasn't done there. To signify the work, his next port of call was vinyl wrap guru, Take a Wrap. With his favourite era of the '90s still firmly on his mind, he approached the firm with the idea of adding a retro race livery to the new, rippling curves. He'd done his research and settled on a rare design found on a handful of Japanese IMSA racers out in the States that would allow him to retain that dark grey base colour and add retro gold and red lines to set things off. And we think you'll agree, the results really do speak for themselves!

The comprehensive exterior tweaks are topped off with some of Rotiform's recent wheel offerings – a suitably retro set of four-spoked RBQ split-rims – finished up in a seriously wide 9.5in and 10.5in front-and-rear respectively and anodised in red to match the foil-effect wrap work. Shod in some chunky semi-slick rubber and with the body itself dropped low on TEIN coilovers, it's safe to say Karn's



known to magnetise towards when it comes to serious upgrade work: Bang Khen-based Garage Unique, one of the country's finest tuners known for its array of bespoke, JDM-inspired wide-arch conversions that have gone on to shake the world.

Chewing the fat with the talented team at this clinically modern outfit, blueprints were soon set in place for. Yep, you've guessed it, an aggressive, wide aero package to be put together for the MR2. With Karn's ideas noted, a heavily skirted and subtly-widened concoction of fibreglass and



Engine mods include a dump valve, boost pipes and a custom twin-exit exhaust system



“Right from the start, I knew this would be a serious build. I had some big ideas”



car was soon rocking a similar stance to the race cars it had been inspired by.

SPLENDID SAVAGERY

Equal levels of savagery have been applied to the confined cockpit, too, which has had its innards removed behind the two Recaro bucket seats and been treated to a comprehensive roll cage.

From here forwards, however, swathes of re-trimmed Alcantara provide both driver and passenger with a surprisingly pleasant and comfortable place to spend time, especially when topped off with touches like that rare Vertex X Meanstreets steering wheel.

By this stage, Karn thought he was finally ready to sensibly add some extra oomph to that tuneable engine, which saw him rolling over to acclaimed tuner R Spec 2 Garage to see what it could do for him.

Already boasting 240bhp from the box, the extra work comprised of breathing upgrades in the form of a HKS air filter, custom exhaust system and Turbotech boost pipes that soon saw a healthy 300bhp being produced through

A rare Vertex X Meanstreets steering wheel





Recaro SPG fixed-back bucket seats with Sabelt harnesses

TECH SPEC: TOYOTA MR2

Styling

Full Garage Unique 'GU Kits' wide-arch body kit (comprising wide arches, carbon fibre rear diffuser, side skirts and carbon fibre rear wing); snorkel-style roof air scoop; Take a Wrap custom IMSA-inspired vinyl livery wrap.

Tuning

2.0-litre 3S-GTE turbocharged four-cylinder engine; HKS blow-off valve; HKS Super Power Flow air filter; Turbotech boost pipes APEXi Power FC ECU; custom twin-exit exhaust system; five-speed manual gearbox.

Chassis

9.5x18in (front) and 10.5x18in (rear) Rotiform RBQ forged three-piece alloy wheels with fully anodized red finished; RAYS lug nuts; Yokohama Advan Neova A050 semi-slick tyres; TEIN Flex Z coilovers; Garage Unique carbon fibre rear strut brace; 6-pot (front) and 4-pot (rear) MovIT brake callipers with 345mm discs (all-round).

Interior

Re-trimmed cabin with Alcantara and red stitching; full bolt-in roll cage; stripped from front seats back; Recaro SPG fixed-back bucket seats with Sabelt harnesses; Vertex X Meanstreets limited-edition leather steering wheel; cage-mounted Defi rev counter gauge; GReddy Profec B Spec II boost controller; Kenwood doubleDIN headunit.

Shout

Garage Unique; R Spec 2 Garage Thailand; SerialOne Photographer; Take a Wrap.



the car's APEXi ECU module. Not too shabby when you consider this is a machine that weighs about the same as bag of Skittles.

The final piece of this wonderful puzzle is some frankly enormous MovIT stoppers, which barely fit under those bright wheels.

As you can probably imagine, the difference in terms of excitement levels when it comes to Karn piloting his newly-crafted road-rocket and his old run-around really are night and day. And all it took was for him to tap into what it is he really craved in life to make it happen. Because, after all, life needn't be boring... ■

You lookin' at me?



SAVE UP TO 23% Off performance suspension*
*SELECTED MODELS ONLY

FREE DELIVERY

On all orders over £49.99
www.demon-tweeks.com

demon tweeks

PERFORMANCE AND TUNING EQUIPMENT



AP BILSTEIN EIBACH
H&R KONI KW OHLINS OMP
POWERFLEX SPARCO SPAX ST SUPERPRO
TEIN ULTRA RACING VOGTLAND WHITELINE



Zero Deposit 0% Finance Available T&C's Apply

Fitting Service Call 01978 664468

SAVE UP TO 25% Off Bilstein B14 & B16 coilovers*

PERFORMANCE TYRES

NEW TOYO TR1 Available in selected sizes

BRIDGESTONE CONTINENTAL
DUNLOP FALKEN FEDERAL
GOODYEAR HANKOOK
KUMHO MICHELIN
NANKANG PIRELLI
TOYO UNIROYAL
VREDESTEIN
YOKOHAMA



THE RAIN TYRE UNIROYAL

WIN THE COST OF YOUR TYRES BACK*



*T&C'S APPLY. SEE OUR WEBSITE FOR DETAILS

SAVE UP TO 42% Off Performance Tyres

PERFORMANCE BRAKING



AP RACING BLACK DIAMOND BREMBO DBA EBC FERODO GOODRIDGE
MINTEX PAGID RS PERFORMANCE FRICTION TAROX WILWOOD

SAVE UP TO 24% Off Performance Braking

PERFORMANCE AIR FILTERS



AEM AIRRAID BMC CARBON SPEED
COBB FORGE GREEN HKS ITG K&N
MISHIMOTO PIPERCROSS REVO



SAVE UP TO 39% Off Performance Air Filters

PERFORMANCE ALLOY WHEELS

Over 1000 designs available!



1 AV 2FORGE 3SDM ALUTEC AC WHEELS AEZ ATS AUTEC AXE BBS BOLA
BORBET BRAID CADES CALIBRE COMPOMOTIVE CARMANI CARRE DARE
DEZENT DIEWE DOTZ DRC FIFTEEN 52 FOX RACING HAWKE JUDD JUNK
KAMBR LENSO LINEA CORSE MOMO MSW OXIGIN OZ RACING RAD18
REVO REVOLUTION RIVA RIVER RIVIERA RONAL ROTA ROTIFORM ROSSO
SPARCO SPEEDLINE SSR STUTTGART TANSY TARGA TEKNO
TEAM DYNAMICS VOSSEN WOLFRACE XTREME ZITO

SAVE UP TO 23% Off Performance Alloy Wheels

PERFORMANCE EXHAUSTS

GET A FREE
Pipercross panel
air filter**

AKRAPOVIC COBRA CUSTOM CHROME
HKS JETEX MILLTEK MISHIMOTO
MONGOOSE PIPER QUICKSILVER
REMUS SCORPION

**REMUS ONLY, APPLICATION
DEPENDANT



SAVE UP TO 19% Off Performance Exhausts

PERFORMANCE ECU UPGRADES



SAVE 15% On Selected Bluefins



@demontweekspowerformance

@demontweekspowerf

FREE CATALOGUE

CALL OR VISIT US ONLINE AT:
www.demon-tweeks.com



GENERAL SALES
ORDER LINE

WHEELS, TYRES
AND EXHAUSTS
ORDER LINE

www.demon-tweeks.com

0844 375 4401

0844 375 4402

Low rate call
Manned 8.30am - 5.30pm
Monday - Saturday

75 Ash Road South,
Wrexham Industrial Estate,
Wrexham, North Wales, LL13 9UG

All major credit cards accepted and Paypal transactions. Cheques, postal orders or bankdrafts made payable to Demon Tweeks. Goods despatched on express carrier service £8.70 or economy carrier service £7.50. All prices are from and inclusive of VAT.

WE WANT YOUR RIDE!



Nope. We're not going to offer you half the trade price for your car, like those websites. Instead we want to give you the chance to be featured in the best modified car mag on the planet! So, if you own a cool-as-a-cucumber car you think is worthy of Fast Car, we'd love to see it. Please send a selection of good quality images and a spec to **jules.truss@kelsey.co.uk**, with 'Feature Car' as the subject. If we like it, we'll get back to you to arrange a photoshoot. Simples.



WAGNERTUNING



NISSAN GT-R R35 Competition Intercooler Kit

Kit includes

2 intercoolers, 4 aluminium connectors,
2 silicone hoses, 1 carbon air shroud,
1 mounting material

£3,434.99 Inc. 20% VAT
£2862.49 Exc. VAT

HONDA CIVIC TYPE R Competition Intercooler Kit

Kit includes

Intercooler, 2 silicone hoses,
4 hose clamps

£764.99 Inc. 20% VAT
£637.49 Exc. VAT

HONDA CIVIC TYPE R FK2 Downpipe

Made out of high quality stainless steel
diameter before catalyst 102mm
Racing Metal Catalytic Converter

£679.99 Inc. 20% VAT
£566.66 Exc. VAT

01252 750630 INFO@WAGNER-TUNING.UK WWW.WAGNER-TUNING.UK



MAXIMISE ENGINE PERFORMANCE



Image courtesy of Car Chase Heroes Driving Experiences



As used and
recommended by

LITCHFIELD

Car Chase
HEROES

NOBLE

BURTON

www.evanscoolants.co.uk/powercool180

/ A BRAND NEW RIGID RIM PROTECTOR DESIGN

/SIZE SPECIFIC

ALLOY WHEEL RIM PROTECTION & STYLING SYSTEM

- / Easy to fit wheel rim protectors
- / Made from a hard plastic
- / Designed for flat faced wheels
- / Easy to replace sacrificial product
- / Protects alloy rims from damage
- / Available in different colours
- / Covers up existing damage
- / Fully tested
- / Saves on wheel refurbishment
- / Designed & manufactured in the UK

RIMBLADES[®]
PRO
THE BEST VALUE WHEEL PROTECTION AVAILABLE

3M

www.rimblades.com

**MADE IN
BRITAIN**

DIRENZA
PROVEN PERFORMANCE



- EXHAUST MANIFOLDS
- INTERCOOLER KITS
- SUSPENSION ARMS
- EXHAUST SYSTEMS
- AIR INDUCTION KITS
- LOWERING SPRINGS
- WHEELSPACERS
- RADIATORS

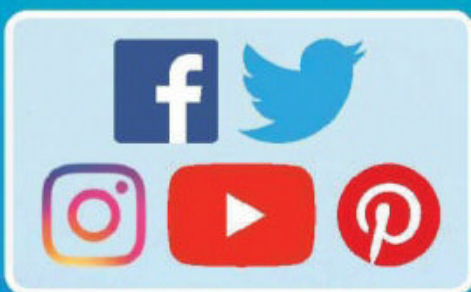
WWW.DIRENZA.CO.UK

SUMMER
PROMOTION 2019

SEALEY

www.sealey.co.uk

VALID UNTIL 30TH SEPTEMBER 2019



!NOW ON





Yianni knows quality when he sees (and reads) it

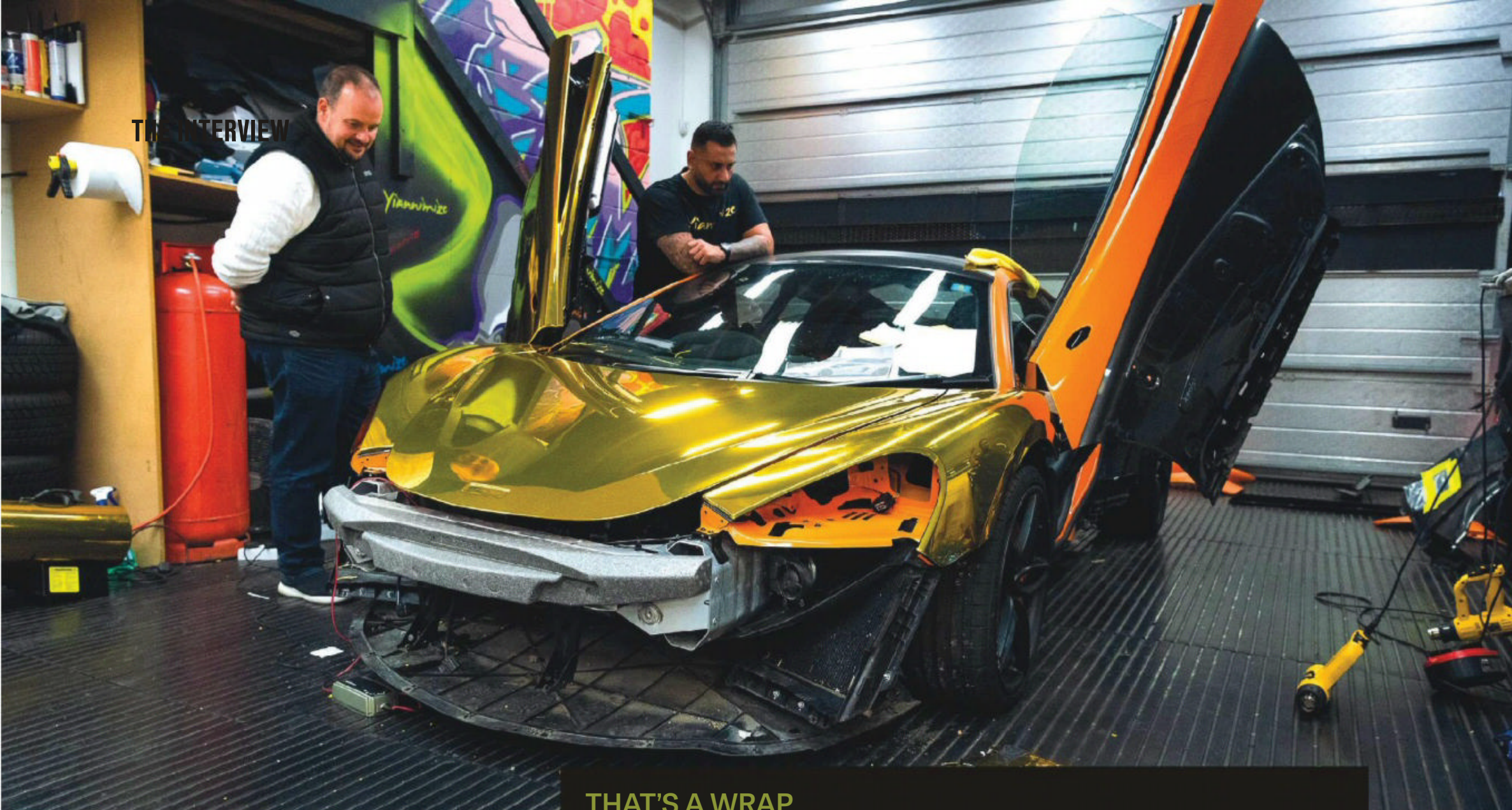
As seen on TV

Vehicle wrapping is huge business in the aftermarket tuning world, so we chat with the wrap star himself, Yianni Charalambous, from the hit TV programme Yianni: Supercar Customiser...

Words: Jules Truss Photography: Chris Frosin

He owns a trio of Lamborghinis, is the star of his own TV show and his clientele would rival the guest list of the Oscars, but Yianni Charalambous has come from humble beginnings and is as enthusiastic today as he was when he started Yiannimize over a decade ago. We decided to sit down with the car customiser of the stars, rewind the clock and see how he became one of the biggest names in the aftermarket industry.





THAT'S A WRAP...

Vehicle wrapping is a process of changing the colour of your vehicle by applying vinyl over the panels; basically think of the vinyl as one huge sticker and you'll grasp the idea. It's a quick, cheaper and non-permanent way of customising the colour of your SUV. It also acts as a protective layer to keep your original paintwork fresh. And when it's done right, it has the capabilities of transforming a vehicle into something truly unique.

Q) So Yianni, have you always been a vehicle customiser?

No, my first job was in Do It All, remember them? Then I was on the night shift at Marks and Sparks, I've also worked in a hairdressers and opened a milkshake shop. Then I spent two and a half years as a recruitment consultant in London. I made good money from that as I was the top biller; I used to love that but I hated working in London because of the trains: I'm a car guy.

Q) When did your car obsession start?

I've been into cars for as long as I can remember: I used to have a toy car that I would constantly reverse park in between the fridge and cupboard in my parents' kitchen. I'd also line all my toy cars up in colour order.

Q) Tell us about your car history. What was your first car?

My first car was a 1.1-lite B reg Fiesta that I made to look like an XR2: it had Pepper Pot wheels and everything. After that I had a Renault 16v Phase 2, but I wrote that off and got banned from driving. I had to retake my driving test, I passed first time both times.

Q) How did Yiannimize come about?

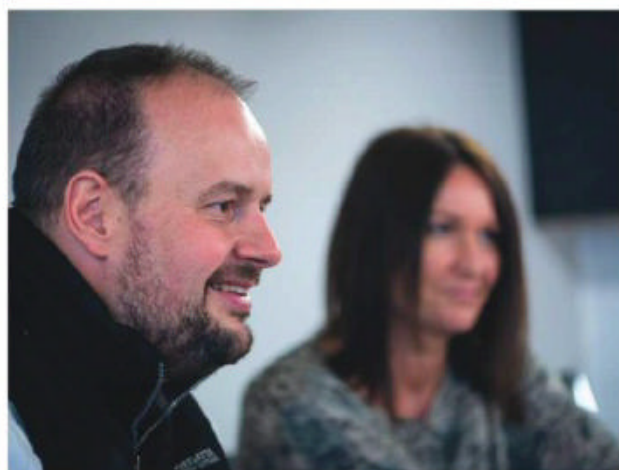
I started Yiannimize 12-years ago, the name comes from customise and Yianni. We started by taking people's cars and outsourcing all the work. I'd literally be dropping off and picking up cars from my trusted circle of specialists. I had people I used for wheels and tyres, another for audio and so on. I started to get a good reputation for building these cars and I eventually set up my own place.

Q) When did it all kick off?

Bacary Sagna came to me with his 2007 Range Rover. Bac was a professional footballer playing for Arsenal and we dropped his car off at the Arsenal training ground in London Colney. It obviously got loads of attention from the other players and then William Gallas asked us to do his Merc SLR and that one went viral; it was all over the papers. From then on, it's been mental.



Yianni personally signs off every car that's wrapped at Yiannimize



Q) Who would you say is your most famous client?

Blimey, I'm not sure. We've worked on Gordon Ramsay's car, all of One Direction's, AJ (Anthony Joshua), Rupert Grint, Aguero... too many to name. They are all customers at the end of the day.

Q) Do you just do vehicle wrapping?

We specialise in wraps, tints, and audio.

Q) For you, what's the most important aspect of wrapping?

Quality is key. All the details and the finish on the edge needs to be perfect. I personally check every car; I spot everything because I look at them with fresh eyes.

Q) You're the most famous vehicle wrapper in the world but is it right you don't actually wrap cars?

I leave the wrapping to my team, my fitters are the best and, at the end of the day, Richard Branson doesn't fly planes does he...



Q) What's the most satisfying thing about wrapping cars?

Customer relationships, that's what I'm good at. My customers are my friends and it's so important to treat them right, and deal with problems the right way. It's about being honest: if we break something we'll replace it, but we'll also let the customer know. So many companies try to cover little things like that up, but honesty is always the best policy. Customer service and the customer experience is fundamental to Yiannimize's success.

Q) Any advice to people who'd like to emulate your success?

Don't think you'll get a Lambo from owning a wrap company! It's not that easy.

Q) What would you say to people who are sceptical about having their car wrapped?

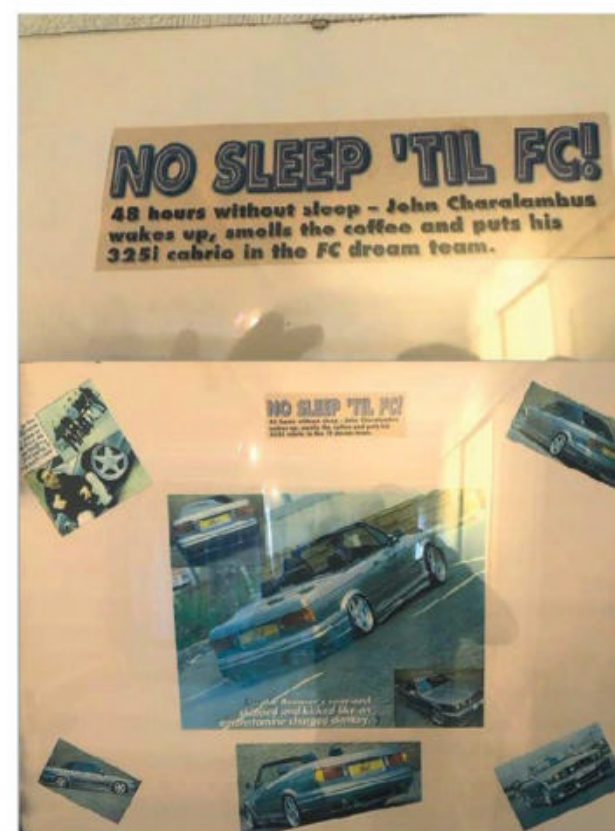
Look at my YouTube channel. I've wrapped my Lambo 6-times and never had a problem. We wrap million pound cars – there's no need to worry.

Q) What's the weirdest thing you've been asked to wrap?

We've wrapped a toilet before but we've also wrapped a coffin. There's a touching story about that actually. Rays of Sunshine, a charity that brightens the lives of children who are living with serious or life-limiting illnesses by granting them wishes, got in touch about a youngster who was a fan of the show. I met him and he was due to visit the workshop but unfortunately he passed before this happened. His mother then asked us to wrap his coffin chrome blue, which we did. The sun was shining at the funeral and the coffin glistened in the sunshine. It was very emotional but a magical and fitting tribute.

Q) Are there any customer cars you wouldn't wrap? Rare exotica for example?

Nope. I'll wrap anything!



FC FEATURED

Yianni's history with Fast Car magazine stretches back over two decades. In fact, in the 90s he had a few of his cars featured in these very pages. These included an Estoril blue, AC Schnitzer E46 M3 and a 325i E30 Cabrio, of which the feature still hangs proudly on his old bedroom wall at his mum's house! How cool is that? See, Yianni is one of us.



Nothing to see here, just a chrome gold McLaren

THE INTERVIEW

QUICK FIRE

Q) How many cars a week do you wrap?

A) five or six

Q) Most difficult supercar to wrap?

A) McLarens because of their doors

Q) Most Popular SUV to wrap

A) Range Rover

Q) Most popular colour

A) Satin black

Q) Favourite car brand?

A) Do you even have to ask? Lambo

Q) Hardest colour to wrap?

A) Any chrome

Q) Ultimate car to own?

A) Porsche 918

Q) Most expensive part you've broken?

A) Rolls Royce window - £900!

Q) Fastest Car you've driven?

A) P1, 918, Pagani Huayra...

Q) What about your Lamborghini SV Roadster?

No, I wouldn't wrap that!

Q) You said you'd wrap anything...

No, you asked if there were any customer cars I wouldn't wrap! My SV is my investment car. I've wrapped the S Roadster six times; I use that as my show car but the SV is my baby.

Q) And you have quite the daily?

Yes, my daily is a Lamborghini Urus. It was the first one out of Lamborghini London. It was wrapped chrome green to match my S Roadster but it's now been covered in TopazSkin, which is a removable paint that we've just launched. I keep adding to the spec list: it's got a

"My daily is a Lamborghini Urus. It was the first one out of Lamborghini London"



Work in progress...

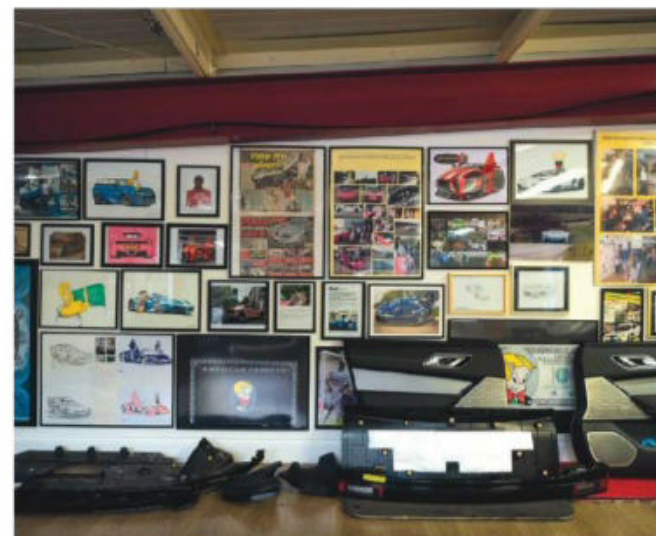
Nero kit and has been remapped. It's the ultimate daily; I love my supercars and this is a practical one that I pick the kids up from school in!

Q) Where do you see Yiannimize in 10-years' time?

We don't just wrap millionaire's cars, we wrap billionaire's cars and I love building relationships with these entrepreneurs. Relationships open doors. Who knows what the future will bring...?

Thanks Yianni. Good luck with your new series and I'm sure we'll be seeing a lot more of you and your cars in Fast Car magazine! Now, would you like me to sign that famous wall of yours?

Jules, noooooooo.■



HELLO DAVE

They have just started filming the next series of Yianni: Supercar Customiser and the shows will hit our screens on Dave later in the year. We'll be watching. You should too.



Sorry Jules, no Z-listers allowed here

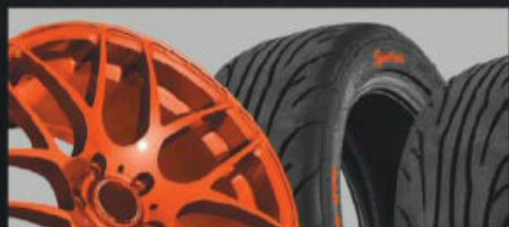


R-Tec Auto Design, Lyon Way, St Albans, AL4 0QU

01727 790 100 www.rtecshop.com

SHOP ONLINE OR IN STORE

WWW.RTECSHOP.COM



WHEELS & TYRES

Alloy wheels, road tyres + track tyres



AIR SUSPENSION

AirRex air suspension supply + fitting



SUSPENSION

Coilovers, dampers, springs



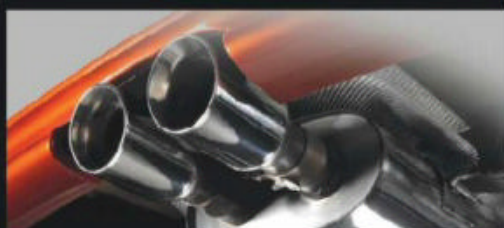
WINDOW TINTING

Privacy film installed



ALIGNMENT

Full 4 wheel laser alignment & adjustments



EXHAUSTS

Full systems + custom fabricated exhausts



VEHICLE WRAPS

Full / partial vinyl wrapping - Expert installation



ECU REMAPPING

ECU remapping, unlock your cars potential

FastCar Reader Discount Code

5% OFF EVERYTHING
at rtecshop.com
Use Code: "fastcar19"



All Leading Wheel Brands Stocked!



Fitting + Workshop Services at our St Albans Store

Enquire online: www.rtecshop.com



Buy from a real store you can trust!



VOSSEN



R-Tec sell the most innovative automotive products at the right prices, because for R-Tec; value and pride are everything. Visit our 10,000 sq ft showroom in St Albans, or visit our website (www.rtecshop.com) to browse our vast selection of alloy wheels, interior & exterior enhancements, tuning parts and more.



www.rtecshop.com



01727 790 100



sales@rtecshop.com



Search: "R-Tec"



/RtecAutoDesign

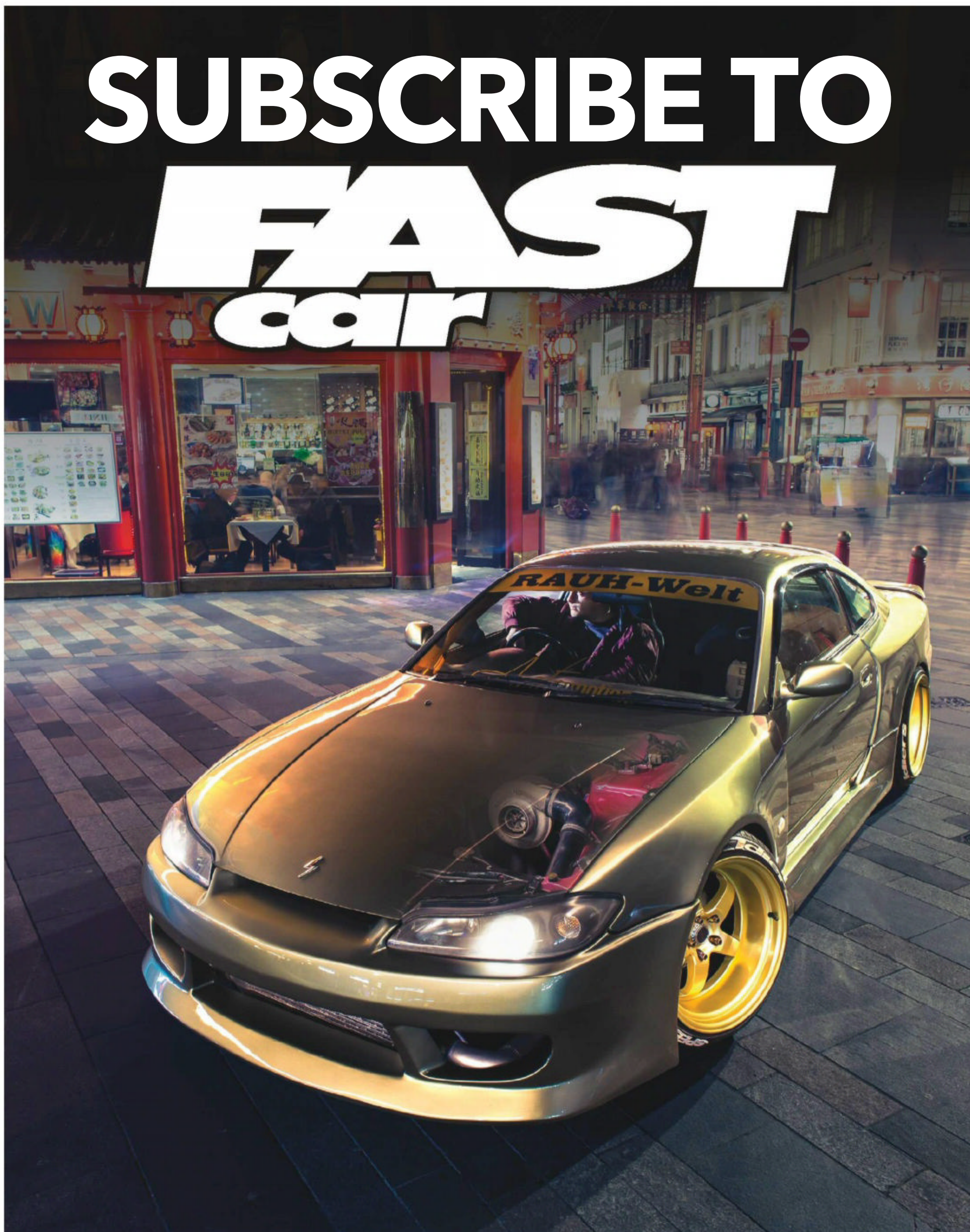


rtecautodesign



@rtecautodesign

SUBSCRIBE TO **FAST** car



GET 6 JAM PACKED ISSUES FOR JUST £19.99*



GREAT REASONS TO SUBSCRIBE

- Get 6 issues for just £19.99 - saving 33%*
- Get free delivery direct to your door
- Never miss an issue

Order online:
shop.kelsey.co.uk/FTC
Call now: **01959 543 747***
and quote ref: **FC0519**

Lines open:
Mon-Fri, 8am-6pm.
Calls are charged at your
standard network rate.



*Full terms and conditions can be found at shop.kelsey.co.uk/terms. Offer ends 31st July 2019 and applies to UK subscribers only when paying by direct debit. Your subscription will start with the next available issue with your first 6 issues being charged at just £19.99. Payments will continue to be taken at the low rate of £19.99 every 6 months thereafter. You can cancel your subscription at any time and no further payments will be taken. For full terms and conditions, additional pricing and overseas prices visit shop.kelsey.co.uk/FTC.

HOT RIDE

Ever since car enthusiasts first started tinkering with their rides, the prospect of dropping a big engine in a small ride has always appealed. Rather than faff around trying to squeeze more power from the existing set-up, it's often easier – and cheaper – to fit something with more grunt as standard. Even manufacturers have recognised the potential, with Renault bunging a V6 in the back of a humble Clio to create one of the maddest hot hatches of all time. For Keil Critten, owner of this stunning Mk3 Golf, he knew right from the off it had to be V6 power.

"I've always liked the sound of the R32 engine, so when I started my Mk3 project, that was what I wanted," he explains.

Having already built a multi-show winning Polo, he knew what needed to be done to create a cool car, but this time it would have more power. It would also be done by himself on the driveway of his house (with help from girlfriend Katie's dad, Phil). "The garage can only just fit the car in, so the only way to work on it, was to roll it out onto the drive," he says. "We put up a gazebo in the winter so we could continue working on it, but even so, it was hard going sometimes!"

Fortunately, his girlfriend Katie and her parents were on hand to keep him going with cups of coffee and Hobnobs – essential modifying sustenance. "I turned their house into a bit of a parts store," laughs lorry driver Keil, "there were parts all over the place because there's barely enough room for the car in the garage, let alone anything else."

BAY-DREAM BELIEVER

Pop the bonnet and the wheezy 2.0-litre GTI engine has been replaced by a big lump of V6 goodness. Taken from a Mk5 Golf R32, the 3.2-litre six-cylinder sits very neatly in the bay. "I wanted to get it as tidy as possible, so relocated the battery, deleted the washer bottle, expansion tank and did a wire tuck," says Keil. A lot of fabrication and smoothing went into the bay to leave



Badges of honour



Six Appeal

Words and Photography **Davy Lewis**

With a silky-smooth R32 engine swap and some sweet detailing, this Mk3 Golf is making all the right noises...



“An R32 with a full system has to be one of the best noises you’ll hear”

➔ the R32 engine and large, hard-piped K&N induction kit as the centrepiece. It’s more than just a great looking engine though.

With a solid 247bhp and 320Nm of torque from the factory, it generates decent performance too. Keil has further enhanced it with a custom exhaust system with OEM tips from the crew at EMP Performance. Dave and the crew know a thing or two about making an engine sound good (he built one of the UK’s finest R32s – an ex-FC feature car no less) and this V6 is no exception. There’s a deep rumble on startup followed by a sonorous howl when you floor it. An R32 with a full system has to be one of the best noises you’ll ever hear. Hooked up to a VR6 gearbox it also provides plenty of shove – not that this car is driven everywhere flat-out, of course; it spends a lot of time aired-out at shows, so people can check out the rather epic styling.

AIR YOU SERIOUS?

When it came to the air ride installation, Keil figured this was one area where it was best to leave it to the experts and sent the Golf off to Car Audio Security. “It was quite funny, because when I arrived, it was at the start of the project and the car was looking a proper state with rust and all sorts,” laughs Keil. “Parm and Jay actually asked me if I was serious about having the work done, as the

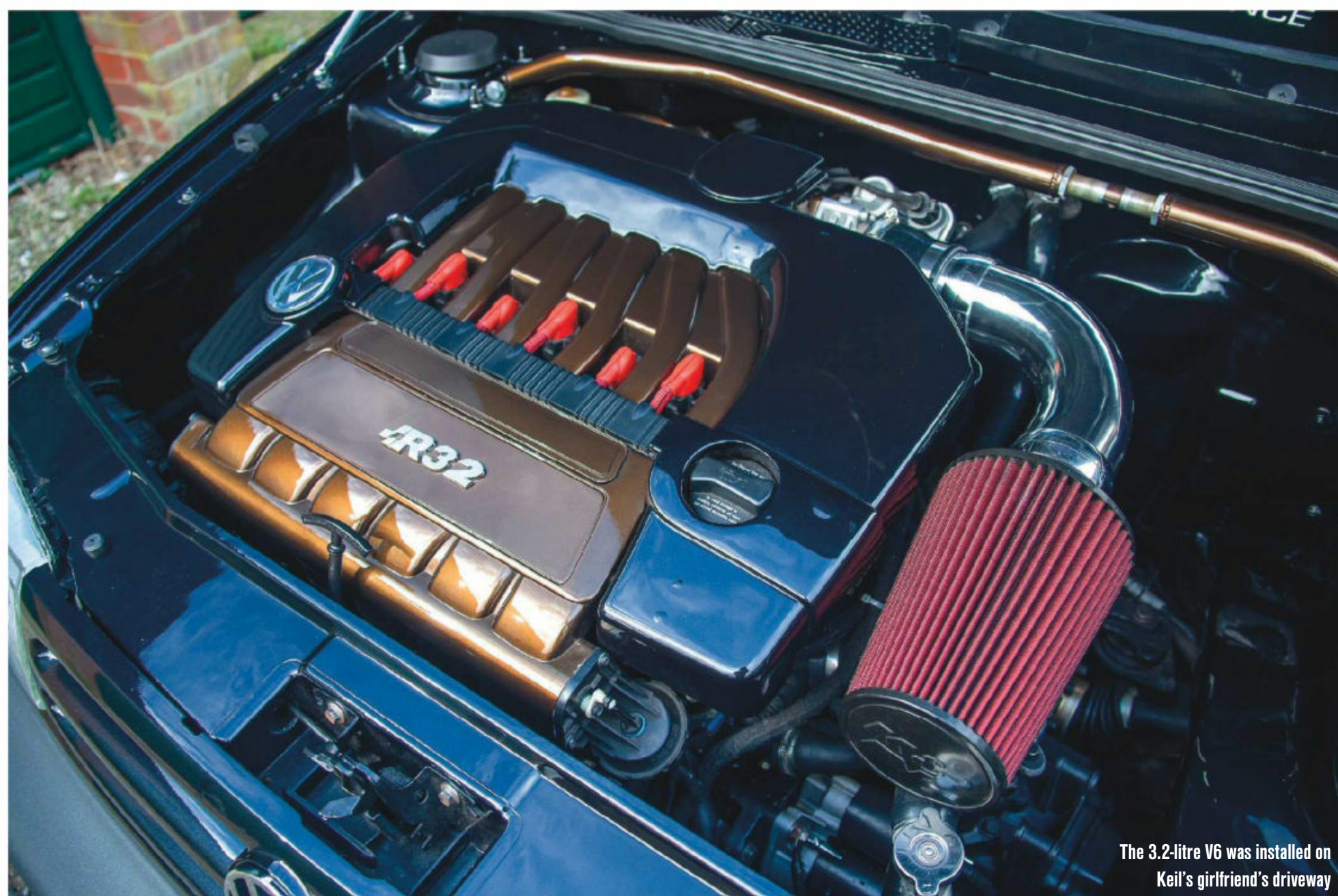


EMP built the custom exhaust system

car looked like it wasn’t worth the investment.” But he could see through the bad bits and knew the Golf had real potential.

After he’d persuaded the guys at CAS that he was serious, they set about fitting the Air Lift Performance V2 kit. Once the lines had all been routed and the air was fully hooked-up, Keil got stuck into making the rest of it look good.

This began with a serious amount of restoration to treat the tin worm and other issues that this tired Golf had accumulated over the years. “My mate Dean helped with the welding and lots of advice,” says Keil, which was



The 3.2-litre V6 was installed on Keil’s girlfriend’s driveway



Custom 3-piece GTI wheels are a stand out modification

essential to get the smoothed engine bay that he craved, before adding some tasty additions to the styling.

The boxy three-door shell has been lovingly enhanced, but it retains that OEM+ feel. Up front a Vento front end has been fitted, together with a Phase 2 grille. A US-spec bumper with side indicators and splitter completes this fresh front end. At the rear, a US-spec tailgate was fitted, along with red Hella lights. The whole shebang was then treated to several coats of chocolatey BMW Marakesh brown paint. Yum.

With a plethora of different wheels available for the Mk3, Keil decided to go his own way and the end result is both highly innovative and stunning.

"I wanted something to tie in with it being a GTI, so built my own split rims using original GTI wheels," he explains. The alloys were taken apart and rebuilt with 2 and 2.5in Radinox dishes with 6-inch barrels and spiked bolts, before the centres were painted BMW Marakesh brown to match the Golf's exterior. Sat tucked up tight in the GTI arches, they look superb and you're unlikely to see another set.

Keen to stick with the GTI theme, Keil really went to town on the interior. "I got hold of some seats from a Corsa VXR and then ordered some Golf Mk7 GTD tartan cloth," he says. The iconic fabric was then sent to Lawanda at LG Trimming, who used it to cover the centres of the Recaro seats, as well as the rear bench and the door cards. With contrasting copper stitching they look superb – it's a cracking job.

A self-confessed carbon nut, Keil has added the black weave all over the cabin. "I did it all myself," he explains,



Corsa VXR Recaros have been retrimmed in Mk7 GTD fabric



All the carbon is home made



HOT RIDE



➔ it wasn't easy – especially that custom surround for the doubleDIN headunit." The rest of the inside has been smothered in Alcantara, including the dash, door cards – even the 280mm MOMO wheel. It really does look special in here.

Having gone to the trouble of fitting a custom housing for the doubleDIN headunit, it seemed a shame not to add some serious audio upgrades to go with it. Custom door builds were fabricated to house component speakers, while the boot features a recessed sub as the centrepiece of the Alcantara-clad air install.

Considering this was once a very sorry looking 2.0 GTI, the transformation is immense. Keil has looked at every area and given it a refresh, with a nod to the car's original roots. It's no wonder that it's already bagged a heap silverware at various shows and looks set to continue the trend as the 2019 season gets into full swing. It's a true homebuilt hero with real six-appeal. ■

TECH SPEC: GOLF GTI MK3

STYLING

US-spec front bumper and splitter with running side markers, Vento front end with phase 2 grille, US-spec custom smoothed tailgate, badges and wiper removed, Hella red rear lights, ABT side skirts, R32 badges added to bump strips, painted BMW Marakesh brown

CHASSIS

Air Lift Performance V2 air ride set-up with twin 444cc compressors and hardlines in boot install, tank painted Marakesh brown, drilled and grooved discs, custom Mk3 GTI wheels with 2 and 2.5in Radinox dishes and 6in barrels with spiked bolts and Marakesh brown centres, 195/40 and 205/40 Nankang tyres

TUNING

Mk5 Golf R32 3.2-litre V6 engine, VR6 gearbox, flywheel and clutch, smoothed engine bay, deleted ABS, battery relocated, washer bottle and expansion tank deleted, wire tuck, EMP Performance custom exhaust with OEM GTI twin tailpipes

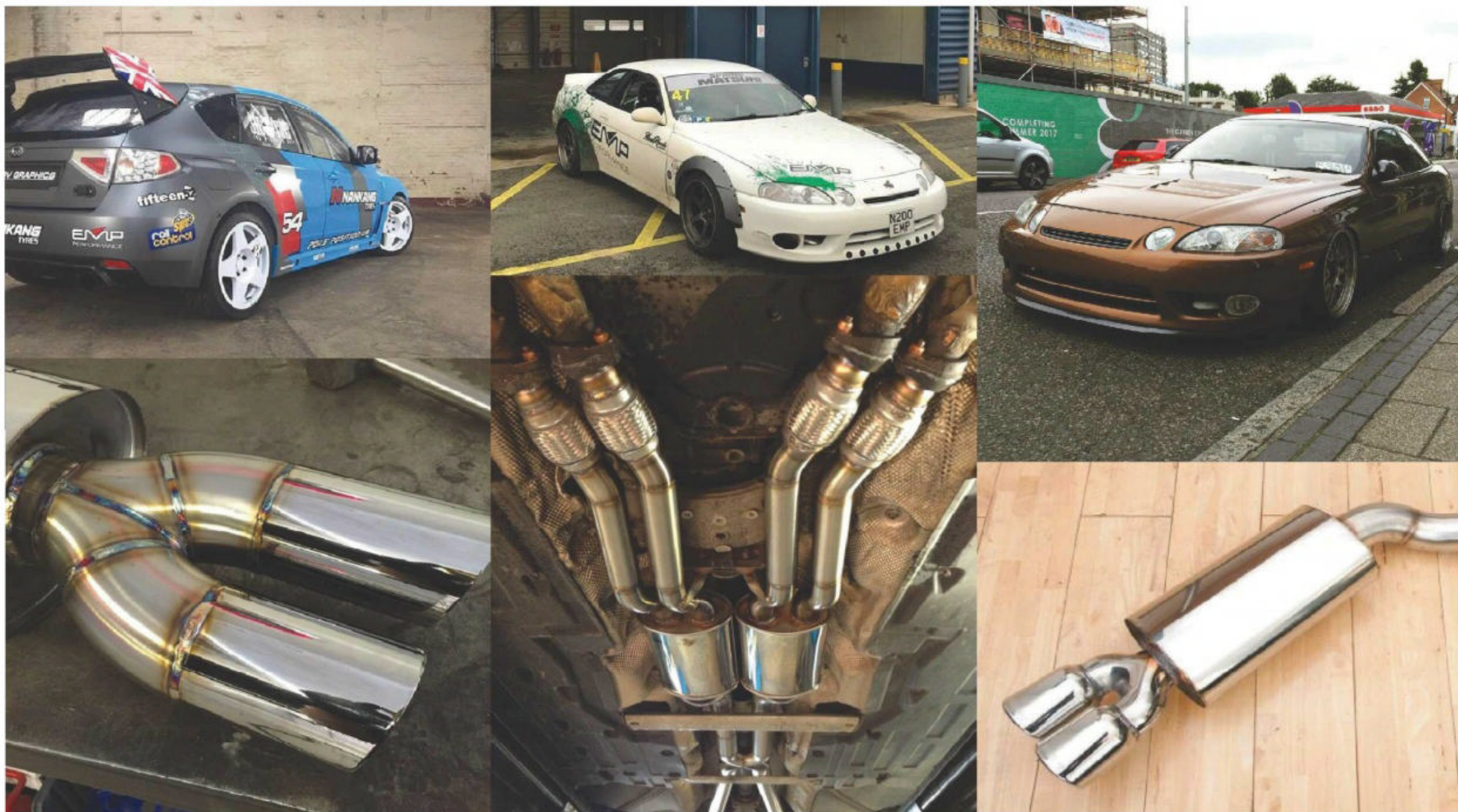
INTERIOR

Corsa VXR Recaro front seats, standard rear seats, doorcards, boot install and dashboard retrimmed in charcoal grey Alcantara with golf Mk7 GTD grey tartan fabric and copper stitching, home-build carbon skinned trims on the interior, including custom doubleDIN surround, air vents, vent surrounds, MOMO 280mm steering wheel covered in Alcantara, Rockford Fosgate tweeters, door speakers, sub and amp, Air Lift controller built into custom centre console, R32 logos on seat adjusters

THANKS

My girlfriend, Katie Collins, for allowing parts everywhere and supplying coffee, her dad, Phil Collins, for all the late nights lying under the car getting everything shorted, the Car Audio Security boys (Amal, Jay, Parm) for non-stop help and support, EMP Performance for the exhaust, Dean Lapham for welding, parts finding and technical knowledge, Lawanda at LG Trimming for the retrim and James Batty at Auto Finesse





EMV
PERFORMANCE

ALLOYS | EXHAUSTS | TYRES | SUSPENSIONS | BRAKES
01727 850537 | INFO@EMPPERFORMANCE.COM | WWW.EMPPERFORMANCE.COM

Specialist in performance modifications and styling!

WE CAN PROVIDE:

Alloy Wheels
Suspension
Exhausts
Brakes
Air Filters
Tyres
Alignment

We offer a huge range of performance and styling parts from all leading brands!

Performance Direct is located just outside of Barnsley in Cudworth. We are authorized dealers of the following companies: Milltek, Scorpion, Airtex, Forge, Powerflex, Super Pro, ITG, K&N, GFB, H&R, Eibach. We also offer multiple wheel brands and styles, including Rotiform, Ispiri, Radi8, 3SDM, Inovit, Riviera, Stuttgart. We are situated on Barnsley Road S728UL. Contact Jamie or Shaun on 01226 711150. www.performance-direct.co.uk email: shop@performance-direct.co.uk



MODIFIED CAR INSURANCE

Save money on your insurance so you can spend more on your modifications, call **0800 089 6000** to see what you can save.

*Tell us about
all of your
mods - it might
save you
money!*

Policy benefits can include: Club member discounts | Agreed valuations
Limited mileage discounts | Modifications cover | Driving other vehicles

ADRIAN FLUX

Authorised and regulated by the Financial Conduct Authority

Get our best rates by calling

0800 089 6000

Mon-Thu 9am-9pm, Fri 9am-7pm Sat 9am-4pm



FAST PROJECTS



TOM'S R5 GT TURBO

The good news is, the car is in paint. The bad news is, he's only got two weeks to rebuild the rest of it...

START

NEVER FINISHED

MAIN MODS: CUSTOM BILSTEIN COILOVERS • RENAULTSPORT SEATS • DIMMA BODYKIT





DALE'S 1971 MERCEDES W114

Has anyone's nan lost their curtains? If so, I'd suggest getting in touch with Dale...

START

NEVER FINISHED

MAIN MODS: AIR RIDE SUSPENSION • COBRA SEATS RETRIM • DETROIT STEEL WHEELS





SLIM JULES' SUZUKI ALTO

The Suzuki gets its first modifications but will they be enough to win the Ed to Ed Sprint Challenge?

START

NEVER FINISHED

8 MAIN MODS: TURN THE PAGE TO FIND OUT • Z5 TYRES • ALPINE INE-W970BT DOUBLE DIN HEADUNIT





MIDGE'S DAIHATSU SIRION

Midge has taken off more than he's put on this month. And we're not talking about his own weight!

START

NEVER FINISHED

MAIN MODS: TURN THE PAGE TO FIND OUT...





ZERO EV TESLA-POWERED R32 DRIFTER

Motorsport can be dangerous, with this in mind the Zero EV guys get caged.

START

NEVER FINISHED

8 MAIN MODS: TESLA ELECTRIC MOTOR • BCC COILOVERS • LAFFA CAKES • 19 INCH WHEELS • HEADUNIT





SLIM JULES' BMW E92

Jules says goodbye to the 335i, and starts another project instantly... it's just a shame this one doesn't involve any wheels!

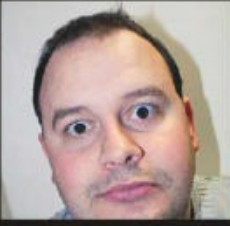
START

FINISHED

8 MAIN MODS: HYBRID TURBOS • AIR LIFT SUSPENSION • AUTOSTAR WHEELS • FROZEN GREY PAINT • 450BHP+



MISSING IN ACTION




SLIM JULES' BMW E91

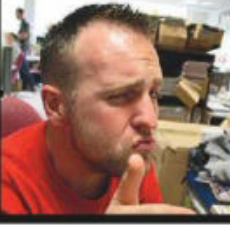
I've actually fitted a new headunit this month, but you can read about that on page 44...

START

NEVER FINISHED

8 MAIN MODS: BCC COILOVERS • 13SDM 0.04 WHEELS • HYDRO-DIPPED INTERIOR • TINTS • CARBON M SPORT WHEEL






GLENDA'S AUDI RS4


It's been so long since we've seen the RS4, we're not sure if it is missing in action or if it's actually dead...

START

NEVER FINISHED

MAIN MODS: MILLTEK EXHAUST • KW COILOVERS • KENWOOD HEADUNIT






MIDGE'S AUDI TT


There's been no time for the TT this month as Midge has been on holiday... twice!

START

NEVER FINISHED

MAIN MODS: 3M WRAP • VOSSEN WHEELS • AIR LIFT SUSPENSION • TUNED ENGINE • ICE INSTALL






MIDGE'S BEETLE 1.8T

The Beetle has suffered the same fate as the TT for exactly the same reason as stated above.

START

NEVER FINISHED

MAIN MODS: K&N INDUCTION KIT • COBRA RECLINERS • SMOOTHED FRONT BUMPER • AIR LIFT • RUSTY PAINT



FAST PROJECTS



Tom V Dale

Everyone knows Meguiar's and if you read this magazine you'll also know that each year they build a fresh demo vehicle (we've featured the last two, the Crown Victoria Cop Car in 2017 and the Sunny Pickup in 2018). They don't just build these cars to showcase their products but to demonstrate their passion for vehicles. In essence, the guys and girls behind Meguiar's UK are just like you and us: car nuts.

So what's Tom V Dale? Well, Tom and Dale are the Meguiar's guys responsible for the demo vehicles, and each year that they embark on the build journey, their conflicting styles and opinions on car building clash. So this year, the head honchos at Meguiar's UK had enough of the bickering and told them to build a car each. And of course, being boys, this has escalated into a fierce battle to see who can build the better car. Both cars will be finished for Players Classic in June 2019 and we're going to follow the build right up until that final reveal.

TOM'S R5 GT TURBO

Name: Tom Clarke

Job Role: Marketer who oversees the UK marketing office, advert placement and key account marketing fulfilment.

So the good news is that the R5 is finally painted, the bad news is Players Classic is less than three weeks away, and I've got absolutely loads to do, which basically includes, erm, everything! The next 21 days will certainly be interesting: I can foresee lots of late nights, an energy drink overdose and more swearing than a season of Hell's Kitchen. But I can guarantee that the R5 will make the deadline and be unveiled at Goodwood on the 22nd of June!

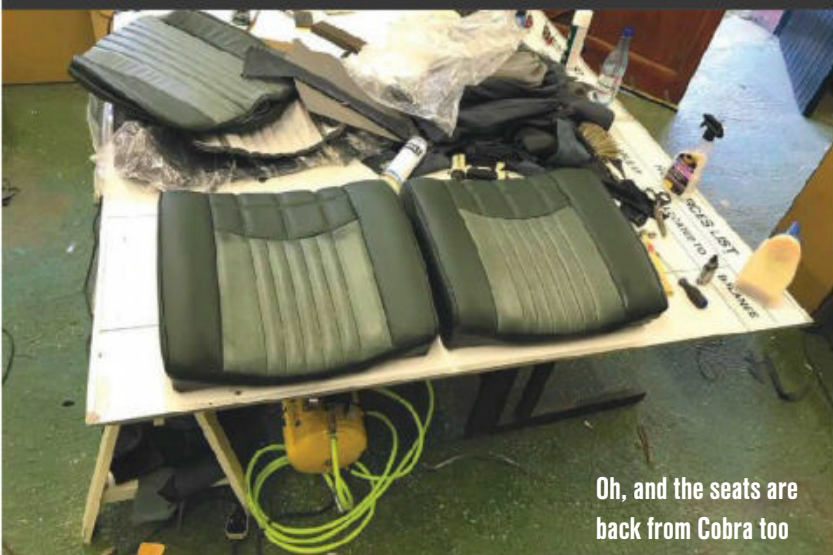
So what colour did I go for? Well, you'll just have to wait and see, but my intention from the outset was to build a modern day R5 GTT, so inspiration has certainly come from a few of the recent Renaultsport cars, I'll leave you to have think about that. But one thing is for sure, the finish, as expected from a Meguiar's build, will be second to none as the boys at Reflex Auto Design expertly applied the paint.

It's now time to put it all back together again, so I'm going to have to love you and leave you with this awesome thought... the next time you see the R5 it'll be on the front cover of this magazine! See you then...



CONTACTS

www.meguiars.co.uk
www.reflexautodesign.com



Oh, and the seats are
back from Cobra too



Copper Sunset is actually
a Peugeot colour



Same colour,
different finish

DALE'S 1971 MERCEDES W114



Name: Dale Masterman

Job Role: Sales and marketing executive,
events coordinator and resident paint nerd.

Paint for me is a big deal, I spend a lot of my time correcting it in the bay and it goes without saying that working for Meguiar's requires a passion for a fine finish. So I tasked Kustom Kolors with the job of giving the Merc a 70s show car vibe...

This included classic styles like metal flake, lacing and, of course, a killer deep body colour. The roof has been hit with a heavy flake then laced. What is lacing? It's an old skool technique you see on hot rods, where you literally lay a piece of lace (yeah, the stuff your nan's curtains are made from) onto your designated panel, in my instance the roof, then apply the base coat of paint through the lace to give the pattern. The lace is then removed before the car is hit with layers of Candy to give a deep finish. If you're confused, hit up our video and all will be revealed.

But what colour have I gone for? Well, the body has been painted in Copper Sunset, which believe it or not is a Peugeot colour. This is the same colour as the wheels but with an ultra deep glossy finish. The rear lights have also been tinted red to give a uniform finish at the back.

A huge thanks goes to the guys and girls at 3M for supplying the hardware to make this possible.

It's now time for the rebuild and the car is already with Phil at The Install Company. Loads to do, but just like Tom, I'll get it done and you can see the result on the cover of this very magazine next month...

CONTACTS

www.meguiars.co.uk

www.kustomkolors.co.uk

www.3m.co.uk



FAST PROJECTS

SPONSORS

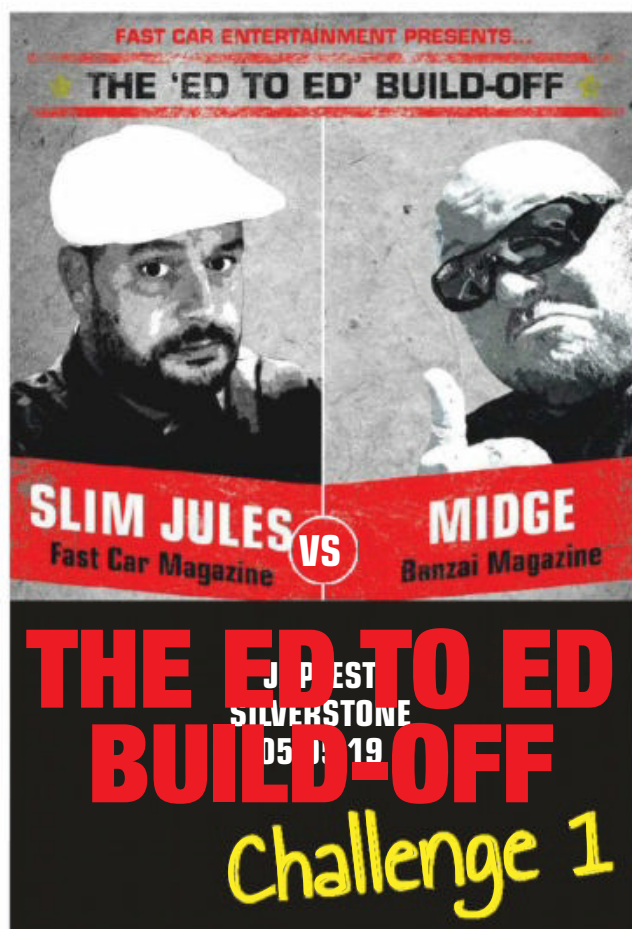
EBC
BRAKES

ADRIAN FLUX

SILVERLINE

GMC
GLOBAL MACHINERY COMPANY

BC
street & circuit



We knew from the start that the first challenge in the Build-Off would be at Japfest. But we'll be honest, we didn't think it was going to be hitting the sprint strip! We kinda thought they'd make us fit a gear knob or something. But no, when we turned up at 5:20am, we were greeted with a locked pit garage and told to come back after we'd parked up all our stand cars. So, yeah, that's what we did, just in time to meet a monster of a man, 6-foot-9-inches of Paul Cowland, the face behind such TV gems as Turbo Pickers, and Salvage Hunters: Classic Cars.

Now, we've both known Paul for a good few years, long before he was on the telly, so we instantly knew the challenge would be something from a true petrolhead. Which, with the Sirion and Alto, wasn't exactly a good thing. The rest is obvious, we'd have to take each other's car up the strip to get a base time. Then modify our own cars to improve performance, before taking them back to the tarmac for the final shootout. How long did we have before our sprint slot? About 5-hours. The bastards...

SPONSORS

Adrian Flux – www.adrianflux.co.uk

Silverline – www.silverlinetools.com

GMC – www.gmctools.com

BC Racing – www.bc-racing.co.uk

EBC Brakes – www.ebcbrakes.com



The 13-inch Rotas look a bit big, and they were...

JULES' SUZUKI ALTO



There's not an awful lot you can do to make these motors faster by adding power, so with that in mind, it was all about reducing weight and increasing traction. Not that traction is a massive problem in a 1.0-litre Suzuki Alto.

Midge stripped his car to a bare shell, but to be quite honest, I couldn't be arsed in going that mad, and while he was rushing around like a madman, I was quite content in removing the seats, door cards and panel air filter (for that extra 0.5bhp) while bolting on a set of 13-inch Rota RBs, shod in Nankang AR1 rubber. If traction was a problem before (it wasn't), it certainly wouldn't be now. There was one small problem though: with the extra girth and chunkier rubber, the front tyres were now in contact with the front bumper and bloody close to the arch too! So I got the angle grinder out

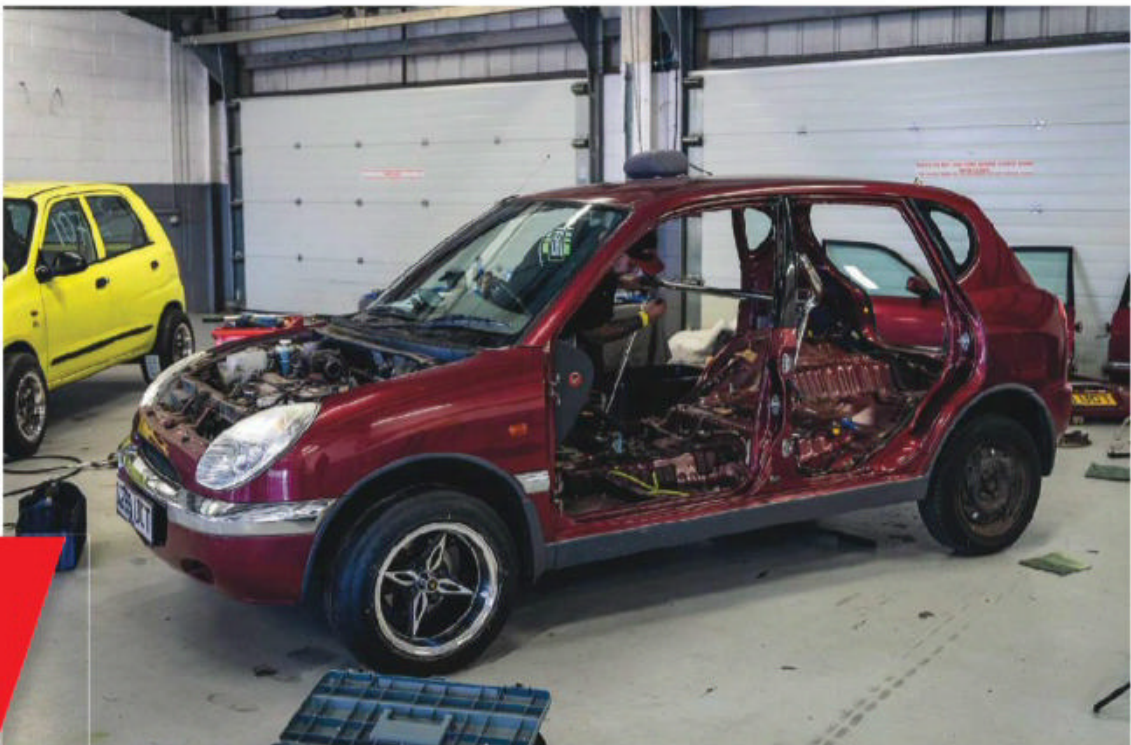
and cut the bumper, and then hoped the arch would be okay when powering down the track. The problem was the sprint strip had a bend in it. As soon as I applied the steering lock needed to make the corner, the front wheels hit the arches and caused me to stain my pants, let off the gas, hit the brakes and subsequently hand Midge the victory. So it's one nil to Midge and Banzai. But fear not Fast Car fans, I'll fight back at Japfest Donington. I just need to sort the scrubbing problem first. Did I hear someone say wide arches...?

SPENT THIS MONTH

205/60R13 AR1 Tyres.....	£422
Rota RB Alloys.....	£518
Build Budget Remaining.....	£3610



Just think, once upon a time F1 cars used this pit garage...



Yeah, that's what you call stripped...

SEE THE VIDEOS HERE!
[HTTPS://WWW.YOUTUBE.COM
WATCH?V=CYUGJSZPMM4](https://www.youtube.com/watch?v=CYUGJSZPMM4)

MIDGE'S DAIHATSU SIRION

After we'd set a time for each other, we got to work on making the cars a bit more suitable for the strip. And, what with the rules stating that we can't swap the engines (and not having the time anyway), we both opted for the lightweight approach, stripping interiors and such to make the most of the very limited grunt. Have I mentioned the Sirion has a mere 54bhp? And that's when it was new two decades ago!

Now, at this point, I will admit I went a little too far. Before I knew it, I found myself removing the bonnet, tailgate and the doors, not to mention the roof lining and carpet. I did, however, add some modifications in the form of a set of harnesses so I didn't fall out when powering down the strip; safety first and all that. I also opted to put a set of



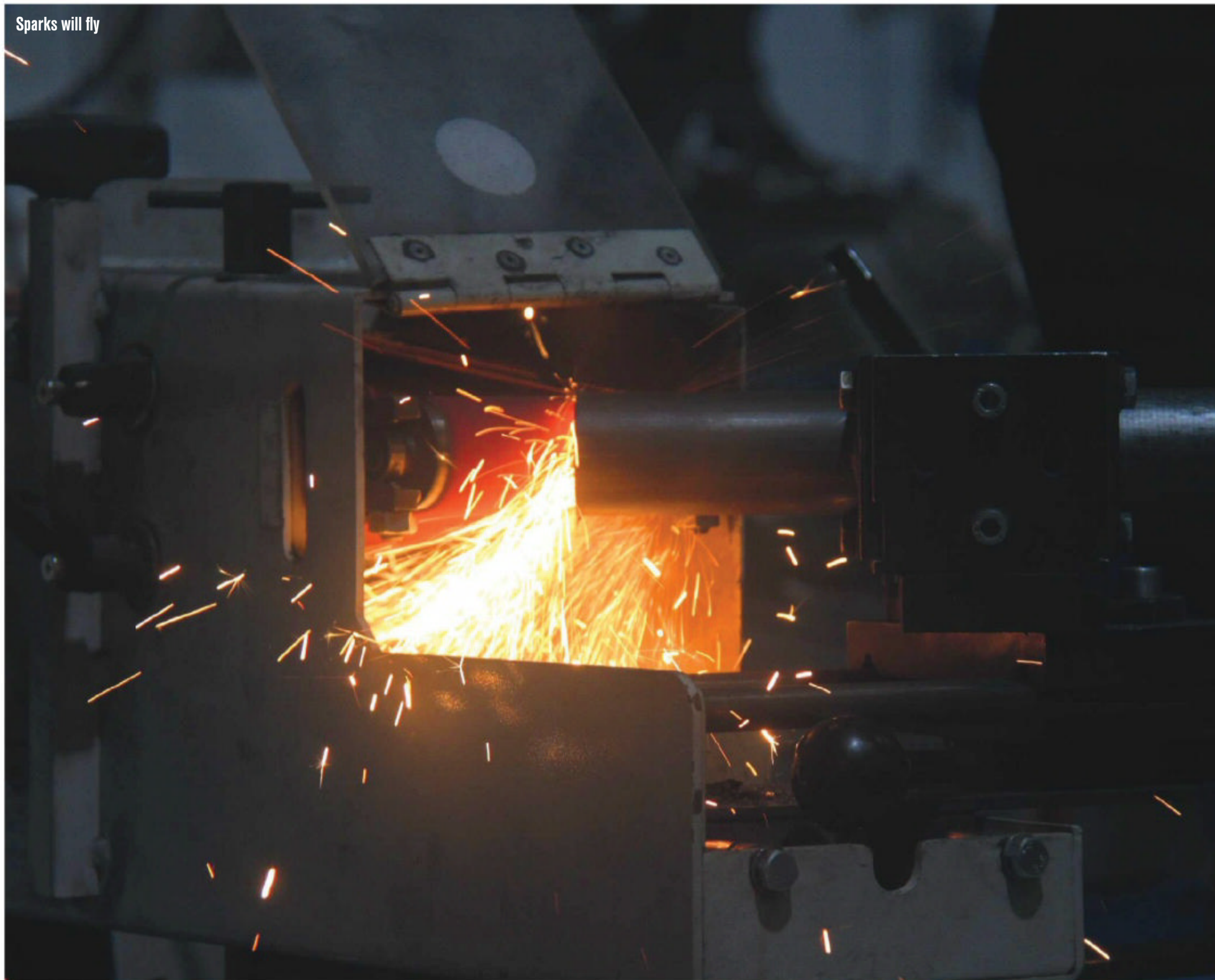
14-inch AutoStar Kanjis on the front, shod in Nankang's finest AR1 rubber.

Time was soon up and we headed back to the strip to unleash hell. Even though I was firmly strapped in, my backside well and truly puckered up. You know what though? All that extra stripping worked! I shaved nearly 3-seconds off of Jules' base time, and bagged the first win for Banzai. All I can say is bring on Japfest Donington!

SPENT THIS MONTH

Autostar Kanji Alloys.....	£449.99
185/60R14 AR1 Tyres.....	£386
Harness bar, harnesses, gear knob	£100
Build Budget Remaining.....	£3215

FAST PROJECTS



ZERO EV R32 SKYLINE

The Zero EV R32 turned out to be such a good demo car, that it isn't one anymore...



That's right people, what started off as a fun project to show the world what Zero EV was all about has ended up with the EV32 set to compete in mainstream motorsport! But there's a lot to do before it can make its official debut...

The starting point in any motorsport is safety, and the Tesla electric motor is scary fast! So I reached out to Caged Laser to sort a competition spec roll cage and, blow me, did they do one hell of a job!

It's automotive safety porn at its finest

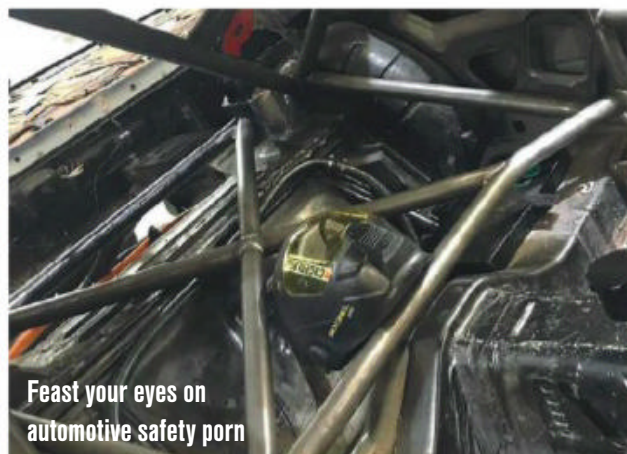
and is fully TIG welded and designed to BDC/ Gymkhana regulations. What more could a guy possibly want?

It looks more like a piece of art than a safety device. And it would have almost been sacrilege to cover up the welds with paint, so I decided to just lacquer the cage which gives it a wicked look and shows off all those sexy welds to the full, don't you think it looks immense? We do, so we'll let the pictures do the talking on this occasion...





Boxes were created to follow the vehicle's existing interior contours and ensure there would be plenty of rigidity



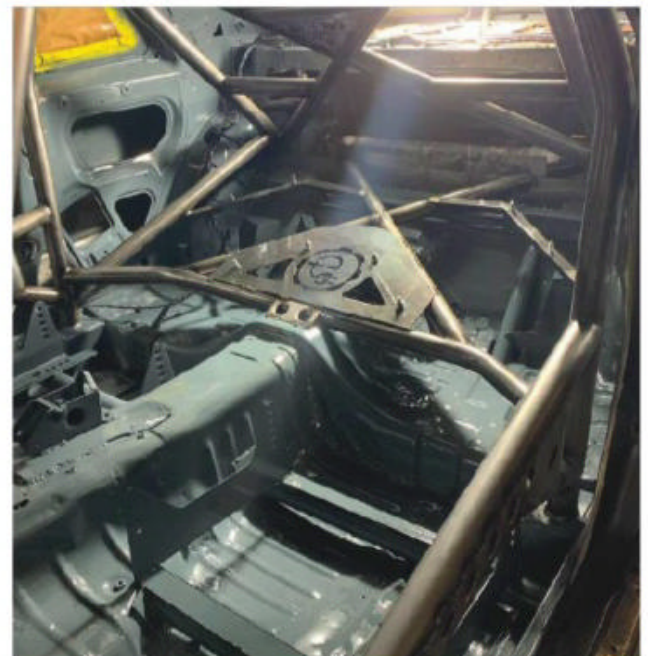
Feast your eyes on automotive safety porn

CAGE SPECS

- Double door bars
- Double diagonal roof cross
- Double diagonal backstay cross with harness provisions
- Double diagonal cross between main hoop lower brace and rear turrets
- Door bar, lower brace, rear cross and A&B pillar gusseting
- A post and windscreen prop



Each gusset was hand templated with the holes laid out evenly, these were then hand cut and stitch TIG welded



THIS MONTH

Roll Cage..... £POA

Total £POA

CONTACTS

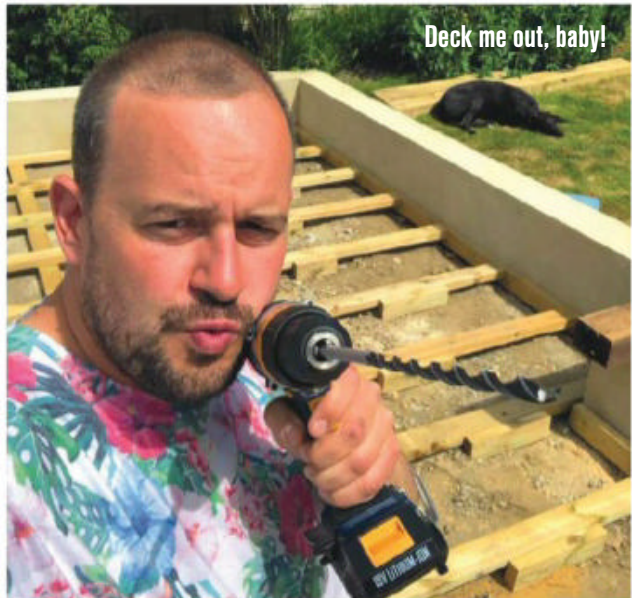
Zero EV
www.zero-ev.co.uk
 @zeroevuk
 07557799006
Caged Laser
www.cagedlaser.co.uk
 01761239133



Thanks for the ride



My next project?



Deck me out, baby!

JULES' BMW E92 335i

It's gone but it certainly won't be forgotten...



That's right folks, after nearly five years of ownership the E92 has been sold. Of course, I was gutted to see it go as it's been an amazing car, but the truth was I just didn't use it enough to warrant the road tax and insurance each year. In fact, in the last two years I covered less than 1000 miles, so it was time to let someone else enjoy the fruits of my labour. At this point I'd like to say a massive thanks to Paul at MStyle for looking after the car, Luke at Plush Automotive for the air install, and the countless other guys and girls who helped out on the build.

But what's going to fill the car-shaped hole left on my drive and in my heart?

Well, nothing for the moment as I'm doing something grown up for once and finishing a couple of house projects before I start searching for a replacement. Having said that, I did go and look at a Nissan 300ZX twin turbo last week, and that's an itch I've been wanting to scratch for 30 years, so I wouldn't be too surprised if you see one of those pop up in these pages very soon. The fact of the matter is they are starting to go the same way as all the other Z cars, which means prices are on the rise, especially for the holy grail, manual twin turbos!

At least I've got the Alto project and the E91 to satisfy my modified car habit at the

moment. Anyway I've gotta go, I've got a shit-load of decking to lay...

THIS MONTH	
E92 335i Advert	£14.99
Decking	£1300
Total	£1314.99
CONTACTS	
www.eBay.co.uk	
NEXT MONTH	
Finish the decking and buy a 300zx Twin Turbo	

Pay Later Parts

Performance Car Parts

**QUALITY PARTS FOR ALL
MAKES & MODELS**

**Buy Now & Spread The Cost
FLEXIBLE PAYMENT OPTIONS**



Buy Performance Parts Using

PAYMENT ASSIST - Pay Over 4 Months

PAYL8R - Pay Over 12 Months

www.paylaterparts.co.uk

**FOR ALL YOUR
ADVERTISING
NEEDS CALL DAVID
01732 445326**



OR EMAIL

DAVID.LERPINIERE@TALKMEDIASALES.CO.UK

GMC

GLOBAL MACHINERY COMPANY



**18V COMBI DRILL
& IMPACT DRIVER
TWIN PACK**

- 2 x 1.5Ah Li-ion batteries & intelligent 1hr charger
- Combi Drill: keyless single sleeve 10mm / 1/3" chuck with twin speed, all-metal gears
- Impact Driver: 1/4" (6.35mm) hex bit holder

£174.37
GTPCDID18

**18V CORDLESS
CIRCULAR SAW
165MM**

£145.13
GMC18CS



**3.6V CORDLESS
SCREWDRIVER**

£27.70
GS36USB



**1800W PRESSURE
WASHER 165BAR**

£225.24
GPW165



**18V OSCILLATING
MULTI-TOOL**

£100.45
GMC18V



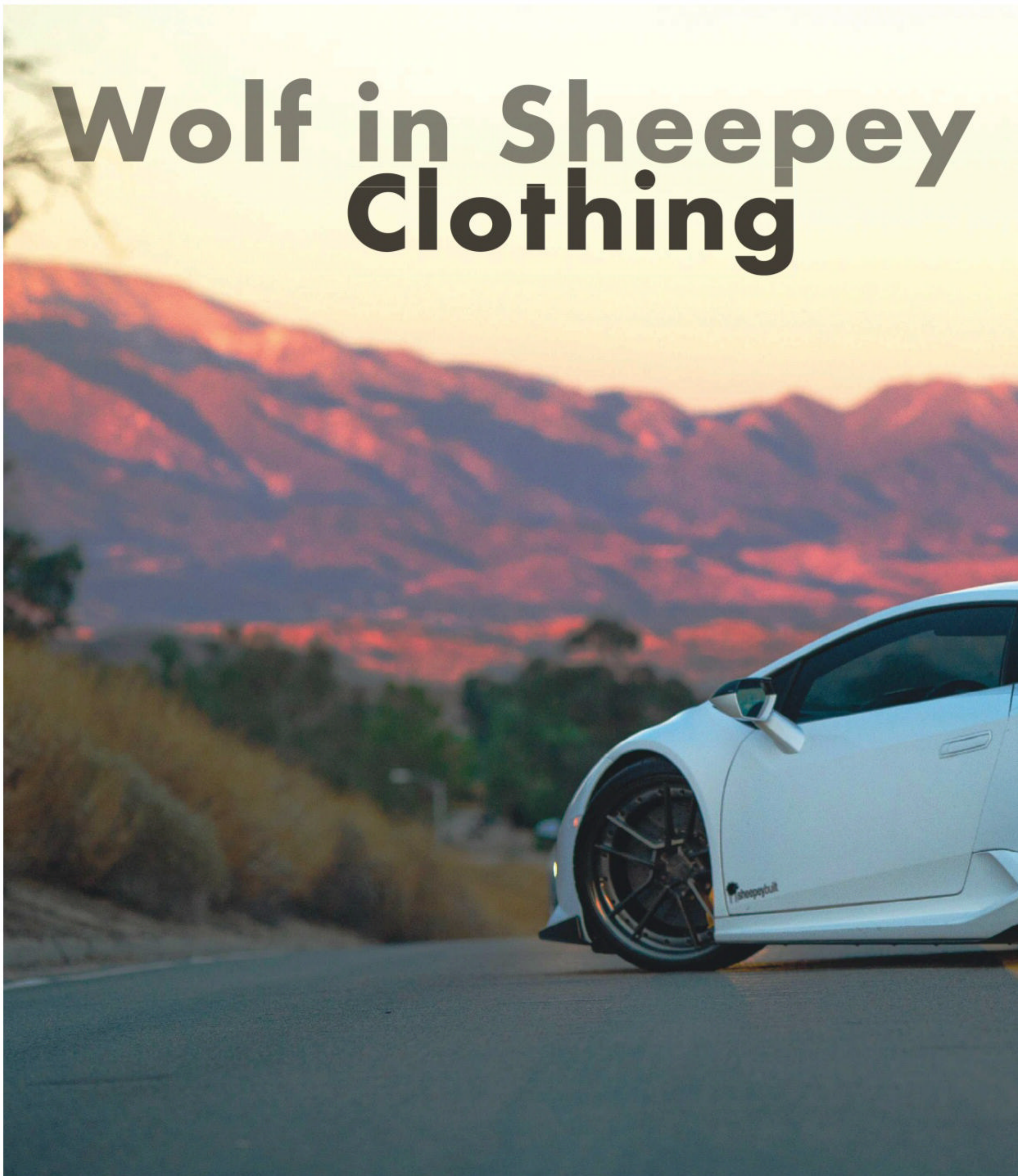
GMCTOOLS.COM

**LESS DRAMA.
MORE PERFORMANCE**

All prices include VAT. Prices correct at time of print. Images not to scale. Colours may vary.

2
YEAR
GUARANTEE

Wolf in Sheepy Clothing



This Huracán doesn't seem particularly bothered about being labelled a 'baby Lambo'. Hardly surprising, as it's boxing clever with a couple of turbos and a thousand horses to play with...

Words: **Daniel Bevis** Photography: **Larry Chen**



WILD CARD



Yup, that is a pair of Xona Rotor blowers hanging out the back



The notion of a 'baby Lambo' has always been a bit of a misnomer. Look at the Gallardo; the archetypal bull calf, it's really only an infant in the eyes of those who associate pint-sized humans with Chucky, Ivy the Terrible and the little 'un from *The Incredibles*. It's the car that really pushed Lamborghini into the volume-selling mainstream; production ran from 2003-2013 and they shifted over 14,000 units – stellar numbers for a company that always made cars which

were deliberately obstinate, and had to make their peace with the fact that they probably wouldn't be unit-shifters. The Gallardo paid a lot of bills. It helped greatly that it had an awesome 5.0-litre V10 producing a nice round 500bhp; it would run 0-62mph in 4.2-seconds straight out of the box and go on to 196mph. The 2014 replacement, the Huracán, continued the V10 theme, altering those headline numbers to 2.5-seconds and 212mph respectively. So no, the Huracán isn't a brawny V12-toting Aventador, but it's still pretty bloody terrifying. Besides, no-one in history has ever suggested that a V10 engine is a compromise.

...and if you think the stock Huracán's scary, wait till you see what Sheehey Built have done with it. The car you see here may look relatively unmodified aside from a set of fancy wheels, but trust us: this thing has enough power to make far-off suns collapse. Look around the back with the bumper removed and the source of this automotive terrorism is plain to see – there's a couple of sodding great turbos in there. Which is frankly the sort of deranged lunacy we want to get on board with.

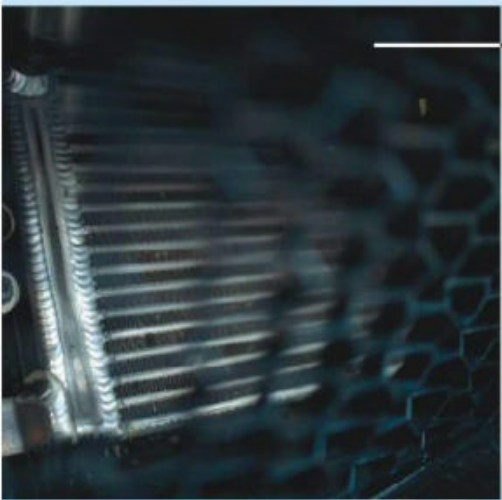
SHOW STOPPER

The impetus for this gloriously demented project was the SEMA show, which you'll no doubt be familiar with: the annual automotive aftermarket expo in Las Vegas is ostensibly a trade show, but the world's media is always watching with a keen eye, and all the major players in the scene are there flashing



KEEPING COOL

Sheepey's Huracán employs some ingenious solutions to keep the cooling optimal in the face of some fairly seismic heat generation. The custom CSF air-to-water system keeps intake temperatures in check by positioning a three-gallon water tank in the front boot, way away from the engine, and the CSF heat exchangers (which provide the cold water demanded by the intercoolers) are also hidden away in the nose. The intercoolers sit out back, the pipework all secured by G&J Aircraft hoses and connectors, and it's this cunning system that enables the frankly colossal power figures on tap. This is a far more intelligent build than merely bolting on a couple of turbos and crossing fingers, this is a holistic and scientific approach to ensure massive power with flawless reliability and usability.



their wares: indeed, it's become a bit of an arms race among tuners. Presenting an eye-catching SEMA build is a tricky thing, as the level of quality at the colossal event is so mightily high, you really have to go above and beyond to stand out. Projects that would blow the doors off lesser shows sit unnoticed in shadowy corners in Vegas. To play with the big kids, you've got to go all-in.

This is why SoCal's legendary Sheepey Built have been busying themselves doing unseemly things to supercars. Their Ferrari 458 (previously featured in these pages) certainly turned heads, with its proprietary twin-turbo setup and 700bhp mayhem. But that build, astounding though it is, pales in comparison to what we have here: a 1,000bhp+ Lamborghini Huracán. The kind of baby that'll gleefully rip your heart right out.

This sort of caper creates an interesting conceptual tension for company founder Alex Soto, still keenly

aware that Sheepey Built's roots were founded in tearing apart Honda Civics with the aim of turning them into badass little street-racers. The principle remains the same: take a car, remove some bits, upgrade some other bits, make it all faster and cooler. But the numbers are much bigger. Lamborghinis are quite expensive.

Still, you've got to roll the dice sometimes, haven't you? So Soto and his team got themselves a boxfresh Huracán LP610-4 and set about applying their ovine formula to a slightly intimidating but thoroughly exciting base. You've got to admire their restraint, too; clearly enraptured by the visual drama of the Lambo, they haven't seen fit to radically alter its aesthetics. Aside from a subtle RSC Tuning carbon fibre front lip, sideskirt extensions and rear lip spoiler, it's all as Sant'Agata intended... aside from the rear end, where things get rather less subtle. No, they haven't forgotten to bolt the bumper back on,



WILD CARD



that's been left on the workshop floor on purpose – because with beautiful and devastatingly functional engineering like this, why wouldn't you leave it on show for all to admire?

BLOWN AWAY

What you're seeing there is Sheepy's own custom twin-turbo setup, a marvel of form and function which employs a pair of Xona Rotor billet turbos to devastating effect. Twins are very much the theme of the arrangement in fact, with the package also sporting twin Turbosmart 45mm Hyper-Gate45 wastegates, twin Turbosmart 50mm Race Port blow-off valves, twin CSF Ultimate Boost air-to-water intercoolers and, mounted behind the front bumper, twin CSF custom heat exchangers. As opposed to the usual air-to-air system you'd find in a traditional front-mount intercooler, these CSF air-to-water units use a water reservoir for cooling, and the filler cap at the



top can be used to pack it with ice water if required. Liquid-to-air coolers are technically more efficient in their operation, and the custom CSF heat exchangers deftly combat heat-soak to make everything as efficient as it can possibly be. The net result of all this is a proven 844whp on regular pump fuel. Run the motor on high-octane race fuel and you're staring down the barrel of 1,000whp+. What was that about a baby Lambo, again...?

Don't go thinking that this engineering project has all been about chasing numbers in order to impress showgoers at SEMA, however. The aim of this twin-turbo development right from the start was to provide eye-watering performance without compromising usability. Lamborghini went to huge lengths to create a supercar that had unprecedented performance and yet was happy and able to trundle to the supermarket or sit in an M25 gridlock without self-immolating, and Soto was keen to retain the results of all that R&D. What this represents, then, is an accentuation of what the Huracán already is. A car with Volkswagen-like reliability, that also happens to be fast enough to peel the enamel from your teeth.

Naturally the stock engine management system might get a bit confused to suddenly find itself having to converse with a couple of turbos, so the Sheepy team have opted for a smart ECU from Syvecs, which deftly corrals all those binary digits and offers some nifty features like advanced launch control and traction control. Which is handy, as a thousand horses at the wheels means that all four are eager to light up, even with the enormous rubber footprint of those 335-section Pirellis. Oh, and what wheels they are... a fabulous staggered setup of 20-inch Rotiform SFO forged three-piece splits – 10-inch wide at the front,



12.5-inches of Rotiform and Pirelli girth out back



and a meatily pleasing 12.5-inch out back. With the bumper removed you can see so much tyre exposed at the rear, and the body hunkers beautifully over the massive rolling stock thanks to Novitec coilovers. Even with the inherently low-slung stance of a Huracán, you can see that these KW-built struts have their spring seats wound way down, and it really imbues the Lambo with a sense of menace.

So, 1,000whp+ and the sort of measured aggression that gives unsuspecting bystanders nosebleeds from several miles away? Not exactly sheepish, is it? And the Sheepeat team are keen to point out that they're already in the process of strengthening the drivetrain to enable 1,500whp capability, which should be enough to slightly shift the planet off its very axis. Baby Lambo? Yeah, if you like, but the meaning of that term's exponentially changed. Nobody puts this baby in a corner. ■

TECH SPEC: LAMBORGHINI HURACÁN

STYLING:

RSC Tuning carbon fibre front lip, sideskirt extensions and rear lip spoiler

TUNING:

5.2-litre V10, twin Xona Rotor XR 96-67 billet turbos, TiAL V-band inlet/outlet housings, twin Turbosmart 45mm Hyper-Gate45 wastegates, twin Turbosmart 50mm Race Port blow-off valves, twin CSF Ultimate Boost air-to-water intercoolers, twin CSF custom heat exchangers (mounted behind front bumper), Syvecs management, 7-speed twin-clutch transmission
Power: 844whp (pump fuel), 1,000whp+ (race fuel)

CHASSIS:

10x20in (front) and 12.5x20in (rear) Rotiform SFO forged 3-piece wheels, 255/30 (f) and 335/25 (r) Pirelli P-Zero tyres, Novitec (by KW) coilovers, carbon-ceramic brakes (6-pot / 380mm front, 4-pot / 356mm rear)

INTERIOR:

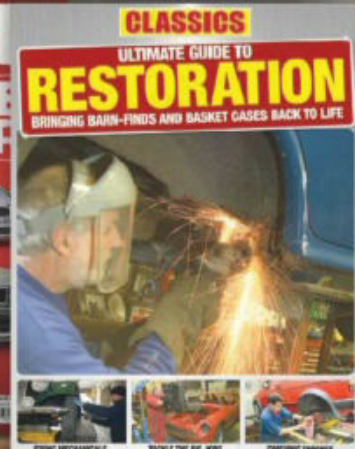
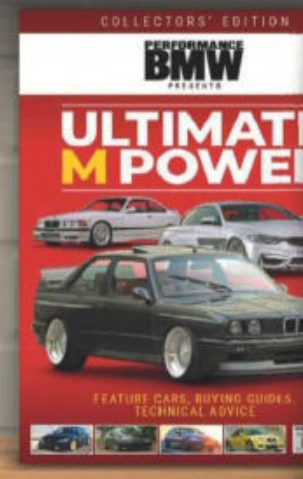
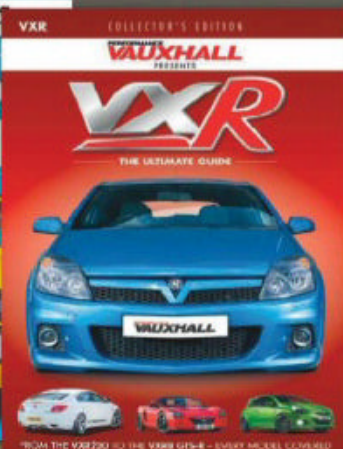
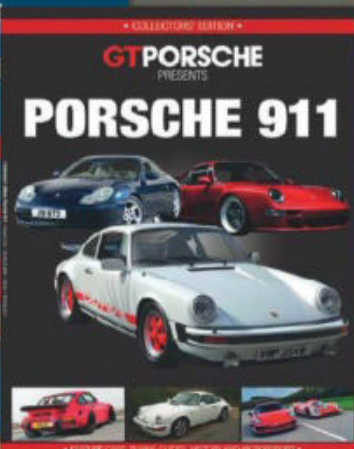
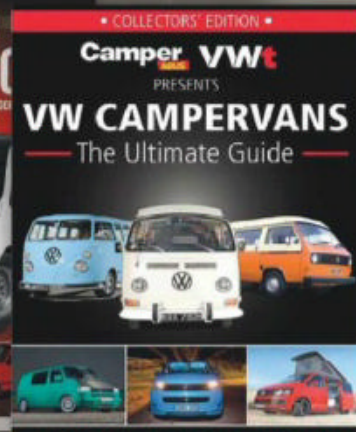
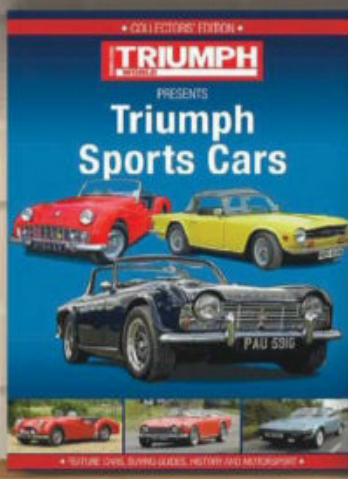
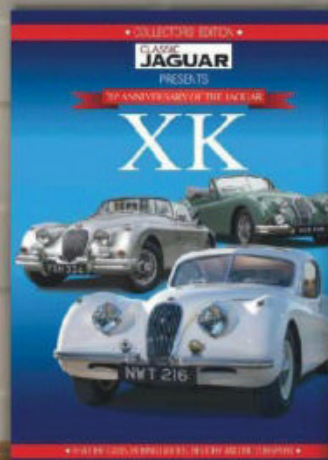
Stock Huracán



“A car with Volkswagen-like reliability, that also happens to be fast enough to peel the enamel from your teeth”



LIMITED EDITION MOTORING BOOKS



Shop our full range of collector's edition bookazines today – there's something for everyone!

From only
£6.99!

Visit: shop.kelsey.co.uk/category/BKZINE/MO

READERS' RIDES



GAZ BROOKES' SUPRA TWIN TURBO

FC says: We've got a massive soft spot for the Mk4 Supra and Gaz Brookes certainly shares our enthusiasm: "When I was 11 years old I remember watching The Fast and the Furious and instantly fell in love with the Toyota Supra," Gaz reminisces. Ever since that fateful day, he made a promise to himself that he'd own a Mk4 Twin Turbo. Eighteen years on, and it very much looks like he's stuck to his word, as the stunning example before you is the fruits of his labour.

"This is my dream car, and over the past 15 months I've modified it with no expense spared, and it's not done by far. I still have a full custom audio build to go in which will blow people's minds; there will be enough audio to satisfy a small festival," eagerly explains Gaz. And once the audio is sorted Gaz will start work on the legendary 2JZ twin turbo engine. Great job so far mate, Brian O'Conner would be proud.



Main mods:

3-litre A80 twin turbo, 330bhp, full custom Ridox kit smoothed with a 50mm rear over fender, Top Secret rear diffuser, custom red shimmer paint, JVC doubleDIN headunit, twin JL Audio speakers front and rear, 9.5x19-inch front and 10.5x19-inch rear JR3 wheels, custom air ride running Air Lift Performance 3P management, custom front lights with sweeping indicators and red devil eyes and halos, custom rear lights with LED rings.

SHOW US WHAT YOU'VE GOT!

Here's your chance to show off both your ride and your photography skills in the pages of FC. To enter your car just open a fresh new email, put 'Readers' Rides Submission' in the subject line and send us a few pics of the best bits (larger than 1MB with no ghosting or logos, and you must have the photographer's permission) along with a short spec and a paragraph telling us why your motor deserves to adorn these hallowed pages. Ping the whole lot over to jules.truss@kelsey.co.uk and we'll do the rest.



READERS' RIDES



ELLIOT HARRIS' MAZDA RX-8

➔ **FC says:** The Mazda RX-8 gets a lot of stick for its reliability issues but there's no denying these cars have massive potential as proven by FC fan, Elliot Harris: "I have always been a huge fan of Fast Car magazine and after a number of years of hard work and dedication to my build, I thought I would send in some photos of it." Well Elliot, we are really glad you did as you've done a fine job taking your RX to the next level. We're loving all the colour coding work you've done, and the wheel choice is inspired. You've given the RX-8 a classy but sporty demeanour. Top work.



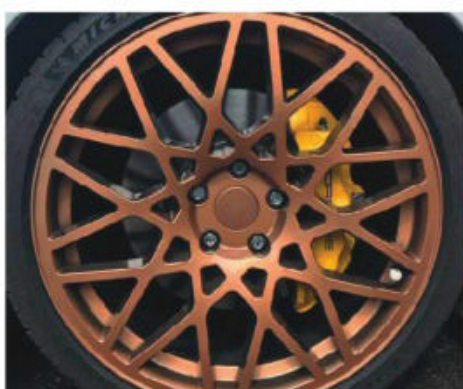
Main mods:

Tein coilovers, 19x10-inch 3SDM 0.09 alloys with polished lip, ABMAX front bumper, MazdaSpeed side skirts, ducktail spoiler, K&N Typhoon Induction Kit, Toyosports decat exhaust, carbon fibre eyebrows, tinted tail lights, colour coded rear diffuser, wind deflectors, rolled arches, window tints, drilled and grooved brake discs, carbon-style wrapped sunroof bar and door panels, engine bay plastics sprayed gloss black, neon lights, tinted lights all round.



SHELLEY RAINEY'S VW 'ROCCO

FC says: This lovely 'Rocco first appeared in these pages back in 2016 and we are delighted to report that its owner, Shelley, has been busy improving on an already solid base project. Since her last Readers' Ride appearance, she has added some tasty tuning upgrades including a Powerflow decat exhaust system (that boasts quad exit pipes) and a Gad Tuning stage 2 remap that has ramped power from 220bhp to a healthy 300bhp. With more power comes more responsibility and Shelley has done the sensible thing and upgraded the brakes with a set of Porsche stoppers. But best of all, she's not done yet. There are plans for an Airtec intercooler and Stage 3 tuning. We look forward to seeing this car again then...



Main mods:

Powerflow quad exhausts with decat, Gad Tuning Stage 2 Remap, Porsche callipers, carbon wing mirror covers, carbon spoiler extension, Ramair induction kit, Recaro CS Wingback seats, V-MAX Xtreme coilovers, Dare LG2 alloys powder coated bronze.

SUBSCRIBE & SAVE TODAY

Performance VW

13 ISSUES JUST £32.50 PLUS GIFT!

Experience the thrill of the Dub scene every month with Performance VW magazine, devoted exclusively to fastest, finest, quirkiest and most fun VAG metal!

WHY SUBSCRIBE

- **SAVE** 50% ON SHOP PRICE
- **FREE** BOOKAZINE 'ULTIMATE GOLF' WORTH £7.99
- **FREE** UK DELIVERY DIRECT TO YOUR DOOR



YOUR GIFT
'ULTIMATE GOLF'
WORTH £7.99

TO SUBSCRIBE SIMPLY VISIT

ONLINE

shop.kelsey.co.uk/pvw147

OR CALL OUR SUBSCRIPTION TEAM ON

01959 543 747* & quote offer code **pvw147**

Lines open: Monday - Friday 8am - 6pm. Calls are charged at your standard network rate.



Offer applies to UK direct debit subscribers only. Savings are based on full cover price of £4.99. Your subscription will start with the next available issue. Prices correct at time of print and subject to change. For full terms and conditions and overseas prices visit shop.kelsey.co.uk. Offer expires 31st July 2019. Gift available to new UK subscribers only and will be delivered within 28 days. If stock of the gift is exhausted then we reserve the right to send you a suitable alternative. For details of why we cannot provide free gifts to all our subscribers visit our website at shop.kelsey.co.uk/subscriber.

ARSE END

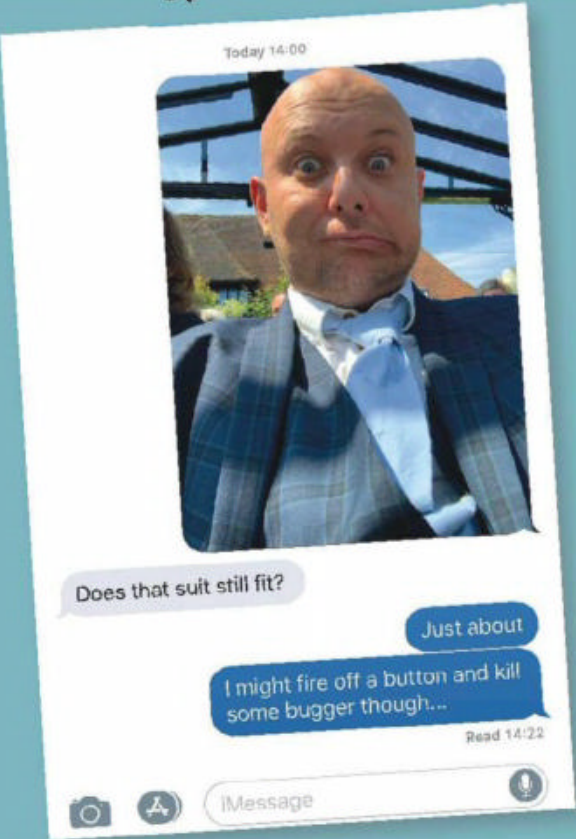
Quotes of the Month:



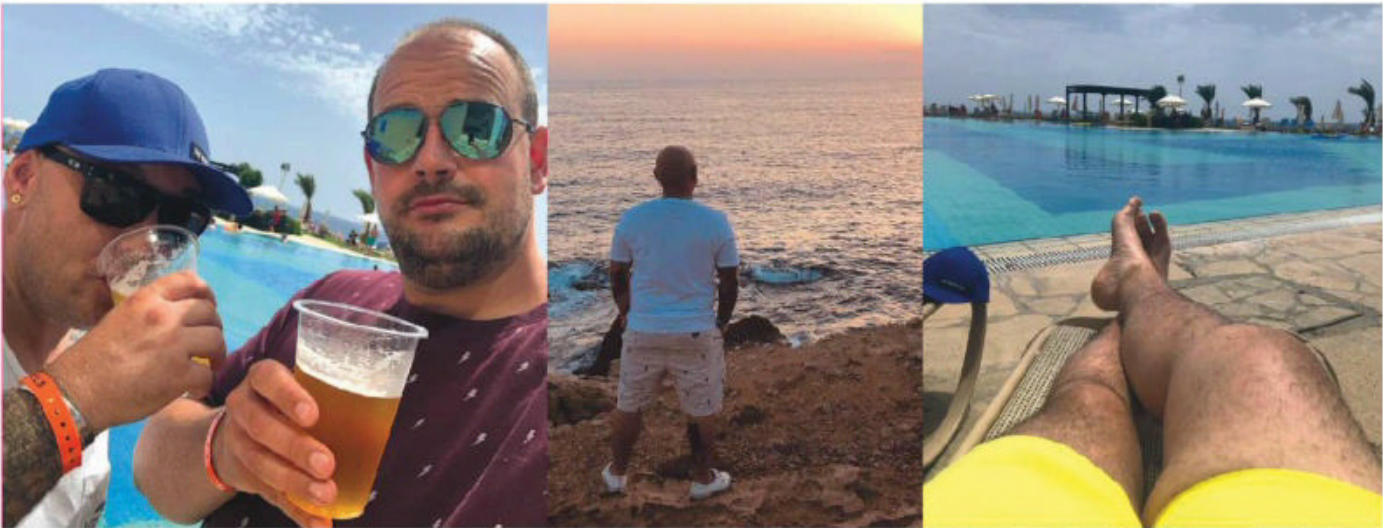
Midge: "You didn't tell me you were painting your Beemer yellow."
Jules: "What are you on about now, you tit?"



Jules: "What are you up to?"
Midge: "Working, you?"
Jules: "I'm at your favourite place."
Midge: "There's no way you bought that dodgy hat there!"

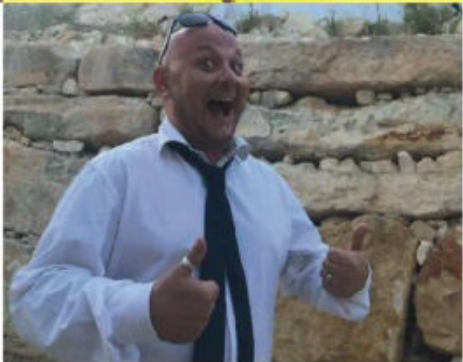


Text of the Month
He's either at a wedding, a funeral or in court... it takes a lot to get our Midge to break out the whistle.



Company Credit Card?

It's good to see that Jules and Midge haven't let all this internet build-off fame go to their heads. In fact, they reckon they haven't changed at all... although their 'Eds-only' production meetings seem to have taken a little more of the budget in recent times.
Ever wondered how all the essential corporate business stuff gets sorted behind the scenes at FC? Well, here's a few snippets from the oh-so-important, four-day (all-inclusive) 'conference' they had this month. We very much doubt that's Butlin's in Bognor either!



"Climate change? My arse"

Paper equals trees, and even though we recycle all the old issues of FC and 'think before we print', we get enough shit off of the environmentalists just for loving big engined, tuned motors, thank you very much.
That said, they may have a point if they've ever followed the big man into the lav - he was right: climate change is, quite literally, his arse. In fact, many acres of Brazilian rainforests have already suffered due to his freaky toilet habits... and that's without the phenomenal amount of methane produced! The ozone layer doesn't stand a chance!

A Picture of Elf

A chubby Ross Kemp, Harry Hill, Greg Wallace of MasterChef fame, our resident slap-head has heard them all over the years. That said, we think that we've finally found his real brother from another mother. It's not just the fact that he's the right height to be an elf either, there's no denying that the resemblance is uncanny!
Still, we're pretty sure he hasn't bothered to read the Harry Potter books, but his missus says he blubbed like a baby girl when Dobby died in the film. True story. (Oooh you bastards! - Midge)



THE FC PHONE GALLERY THIS MONTH IN RANDOM PICTURES...



Tick Tock

We've always wondered how our master-multitasker manages to bang out so many pages and still remain perfectly coiffed for his FaceTime shenanigans. But now we know his secret... and we thank God he didn't choose one of his colonic irrigation sessions to demonstrate his dedication. We've always said there's no time to mess about in this game... especially when you get to G's age!



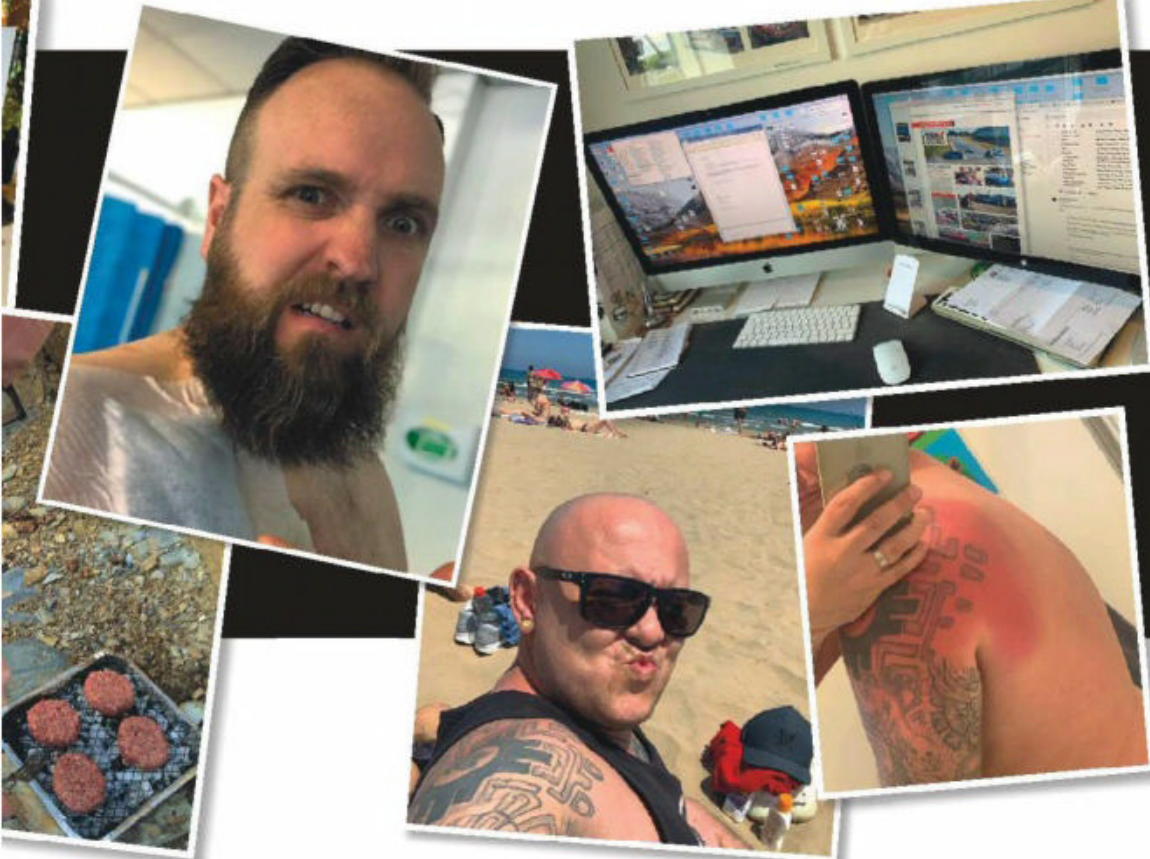
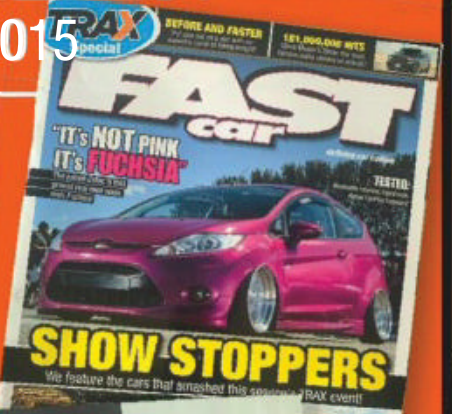
Changing Rooms

As much as it pains us to be nice to him, when our Jules asked us if he looked "alright to go out?" this month, we had to say yes to the big, good-looking bastard. Although, what with that bedroom wallpaper, we're surprised he wasn't actually coming out too. Laurence Llewelyn-Bowen eat your heart out.

BLAST FROM THE PAST ISSUE 360 – OCTOBER 2015

4 years (ish) and 50 issues ago...

- The boys didn't half look younger and thinner back then... well, except Jules of course. He's like a (less) portly Benjamin Button, or something.
- Ben's Fiesta cover car was about as pink... er sorry, fuchsia as it comes! Good job we didn't spell that wrong on the cover, eh?
- TRAX was awesome that year, and sunny as fook too. Fingers crossed for this year!
- Some epic weight loss tips here, and not a single mention of Slimming World... even though it obviously works (why, thank you – Jules).
- Midge actually got off his arse to write two car features in this issue, although Ashley's Z4 and Wawrick's Audi were far better than his words (charming! - Midge).
- A Chevy Tahoe audio monster in the pages of FC? Oh yes, we sooooo went there!
- Dan's Ibiza made us all want a SEAT in the sun (er, did someone say Ibiza? – Midge and Jules).
- You think this pickup is a big bastard? You should see the size of the owner!



NEXT ISSUE

On sale 19/07/19



The Mental Marauder: 1929 Ford Model A

PLUS: The Meguiar's build off* comes to a head as we feature Tom's R5 GTT and Dale's Mercedes W114!
But who will emerge victorious...?

PLUS: All the action from Players Classic

MORE MENTAL METAL: OM605-powered BMW E36 and Classy MINI Clubman

*As long as they're finished!

"If you're looking for a one-stop shop for all things Air Lift, Rotiform, and in-car entertainment, then Car Audio & Security is the place to visit."

- Slam Sanctuary

rotiform
KENWOOD

AIR LIFT
PERFORMANCE
NERTZ

CLIFFORD
GoPro
HERO

JBL
ALPINE

Rockford Fosgate
dji Pioneer

0% FINANCE
AVAILABLE

NEXT DAY
DELIVERY

TRADE ENQUIRIES
WELCOME

FULL WORKSHOP
FACILITIES

#TIGnotMIG

WELDING
EDUCATIONAL
VIDEO 
COBRASPORT.COM/TIG

The hand crafted quality, strength and visual appeal of TIG welding sets Cobra Exhausts apart from other brands that use MIG welding.



MADE IN SHEFFIELD



TIG Welded Superior Performance Exhausts